

FEATURING THE **BEST OLD BUSES AROUND**

# Bus & Coach PRESERVATION

Inside this month:

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MIDLANDS LYNX



WHIPPETS' CITYBUSES



ENSIGN OUT TO PLAY



KINGSBRIDGE,  
PORTSMOUTH,  
MANCHESTER REPORTS

Plus all the latest  
news and regular  
features galore!



## TWO FOR ONE!

**Oxford Loline runs again while  
sister bus shows you how**



Vol 19 No 9 FEBRUARY 2017 £4.50



## NEWS PLUS

The latest news from the world of bus preservation and beyond.

### TWO FOR ONE

In its 50th Anniversary year, PHILIP LAMB takes a look at the Oxford Bus Museum's two City of Oxford Dennis Loline.

### RETURN JOURNEY: OXFORD IN NBC DAYS

We visit COMS territory to take a look at what was going on there in NBC days.

### STILL IN SERVICE

Whilst we wait with huge anticipation for your 'On the Road' submissions (See *B&CP*, January), we bring you a fine selection of 'Still in Service' tail-enders compiled by DAVID JUKES.

### COACHING CLASSICS: STRIPEY 'DECKERS

Towards the end of its reign, NBC introduced a new 'stripey' local coach livery. The scheme soon spread to dual-purpose seated double-deckers used on express or limited-stop routes. Take a look at these . . .

### ENSIGN EXTRAVAGANZA

JOHN G. LIDSTONE enjoys the variety at the Ensignbus Running Day.

### KINGSBRIDGE 2016

Some highlights of this year's event are brought to you via the camera of IAN WILLIAMSON.

### NELSON ON THE BUSES

The City of Portsmouth Preserved Transport Depot's 2016 Classic Buses Running Day was held at the Royal Armouries, Fort Nelson. DAVID JUKES brings us a selection of pictures.

### THE BIG ORANGE

Highlights of a major event celebrating Greater Manchester's orange buses at the Museum of Transport.

### EVENING DRIVE

A Wallace Arnold Plaxton Consort-bodied AEC Reliance ventures out after dark.

### RETURN JOURNEY: WALLACE ARNOLD

Some of the coaches which have carried the Wallace Arnold name.

### RARE LYNX CHANGES HANDS

Dual-purpose seated Leyland Lynxes were a rare beast. SIMON GILL brings us news about the Yardley Wood Bus Club's recent acquisition.

### RETURN JOURNEY: A CHAIN OF LYNX

Yes! A group of Lynx is called a chain, so here's one for you . . .

### THE LAST FAREWELL

Whippet's final Volvo Citybus has had to be withdrawn due to DDA regulations after almost 30 years' operation of the type. Much to the regret of many, as NICK LARKIN discovers.

### AFTER THEY WERE FAMOUS: JOURNEY'S START

During the 1980s Lonsdale Coaches of Heysham employed several double-deckers on a contract transferring passengers between Lancaster railway station and the Isle of Man ferry terminal in Heysham. Here's a flashback . . .

### AFTER THEY WERE FAMOUS: SERVICE FLEET

Here's a selection from the days when no self-respecting operator would be without its lorries, tower wagons, recovery vehicles, tree-loppers etc etc — all converted from buses . . .

### THE MODEL PAGE

NIGEL APPLEFORD revisits Oxford Diecast's Bedford OWB.

### OFF ROUTE

We pay tribute to some special step-entrance buses on their demise under DDA, and how about a book on an omnibus with truly terrible passengers?

### BUSMART

*B&CP*'s comprehensive advertising section, where you can buy or sell any bus-related item.

Cover: **Making a long-awaited appearance in *B&CP* is East Lancs-bodied Dennis Loline, City of Oxford 304 KFC. Read the full story of this and sister bus 305 (305 KFC) on page 10. PHILIP LAMB**

## ISLAND JOURNEY

Whilst the Isle of Wight has never been able to boast a range of transport-related attractions to equal that of the Isle of Man, it is even today well worth a visit to see the buses, coaches and former London tube trains in service. Major bus operator on the island, Southern Vectis, has held sway for many decades. Today a member of the Go Ahead group, Southern Vectis was, during the period under examination here, a National Bus Company subsidiary with a Tilling/BTC heritage, hence the leaf green Eastern Coachworks-bodied Bristols which were the mainstay of the operator's bus services.

Out of the scope of this magazine, but nevertheless worthy of mention are the former tube trains, two generations of which have now seen between them many year's valuable service and have succeeded in keeping the railway from Ryde to Shanklin. Their use stems in the main from the clearance in Ryde's St John's tunnel. Special stock would otherwise have to be built, and to date this has not proved economical.

Here we invite you to come with us on a winter-busting trip to the island in NBC style!





LEFT: It's June 1977 and Bristol RELL6G 862 (PDL 493H) awaits its next departure at Newport bus station.

BELOW: Godshell is a picturesque inland village bustling with pubs, cafes and gift shops. Calling in on its way to Shanklin is Bristol VRT 628 (SDL 638J).



MAIN PICTURE: A picture which typifies the island surface transport scene in NBC times. It's early October 1981 and even back then summer is clinging on. The scene centres on Ryde Esplanade, the main interchange between buses and trains on the island. Unit O33, bound for Ryde Pier, passes unit 043 beginning its journey, in those days possibly all the way to Ventnor. Bristol FLF6G 606 (BDL 582B) awaits departure to Cowes. Also in shot are a couple of Bristol VRTs and a Bristol RE. Pictures: PRESBUS ARCHIVE





# YARDLEY WOOD BUS CLUB

## 2017 OXFORD MODEL ANNOUNCEMENTS

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76PD2-005 EDINBURGH—LEYLAND PD2/12 TITAN (£18) RRP £20.95  
76WFA-006 BIRCH BROS—WEYMANN FANFARE (£17) RRP £18.75

### 1.148 Scale

NAEC-014 SOUTHDOWN—AEC MATADOR (£6) RRP £6.95  
NIRZ-005 WHITE—SCANIA IRIZAR PB (£8) RRP £9.45  
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Please note that there are no dates when these models will be available

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(11 Fulham Broadway)



46712A LOTHIAN ECLIPSE 2  
(43 Waverley)  
46712B LOTHIAN ECLIPSE 2  
(21 Leith Links)



41418A IPSWICH AEC REGENT  
(X Ipswich Station)  
41418B IPSWICH AEC REGENT  
(3 Rushmere Heath)

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B010 LONDON COACHES AHE 996T  
B011 GREY-GREEN (083 Yarmouth) XYK 764T  
B014A KELVIN SCOTTISH (5 Lenzie Station) 3061, 630 DYE  
B014B KELVIN SCOTTISH (Chartered) 3063, RMS 396W  
B015 COLCHESTER (084 Colchester) 102, DHK 102T  
B016A WALLACE ARNOLD GREY SWW 142R  
B016B EVAN EVANS SWW 130R  
B017 SMITHS HAPPYWAY 113, BTB 696T  
B018 WALLACE ARNOLD CREAM 1537, XWX 166S  
B019 WYPTE METROCOACH YWX 537X  
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### BRISTOL LODEKKA'S

B104A FIFE (12 Birnham Road) FRD106, GM 7002  
B104B FIFE (025 Garage) FRD104, GM 7011  
B105A WEST RIDING (82 Hemsworth) 401, XNU 424  
B105B WEST RIDING (58 Wakefield) 418, SNN 73  
B107A WESTERN SMT (Woodhall) GB1151, GCS 237  
B107B WESTERN SMT (Dellingburn) GB1158, GCS 244  
B108A BRISTOL (418 Bristol) L8460, YHT 956  
B108B BRISTOL (233 Chippenham) L8486, 851 CHU  
B109A WEST YORKSHIRE (53 Bradford) DX46, RWY 824  
B109B WEST YORKSHIRE (53 Harrogate) DX23, OWX 167  
B110A MIDLAND GENERAL (D8 Chesterfield) 436, VRB 522  
B110B NOTTS & DERBY (C6 Nottingham) 468, 17 DRB

ALL MODELS SUBJECT TO AVAILABILITY

## OXFORD MODELS STILL AVAILABLE



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the UK



## RALLY DATES FOR 2017 SEASON

2 Jan Bank Holiday Monday  
Coventry  
Running Day & Transport Fair  
at Coventry Rugby Club  
Butts Road CV1 3GE  
26 Feb Swansea Bus Museum  
Open & Running Day  
12 Mar Dewsbury Bus  
Museum Open Day

25 / 26 Mar Manchester  
Transport Museum  
9 Apr Brooklands Bus  
Museum Open Day  
16 / 17 Apr Wythall Museum  
Easter Operating Days  
30 Apr / 1 May Wythall  
Museum Bank Holiday  
Running Days

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## Editor:

Philip Lamb 024 7661 6930  
busandcoachpreservation@gmail.com

## Contributing editors:

Simon Gill simongill217@gmail.com  
David Jukes david.n.jukes@btinternet.com  
Nick Larkin nicklarkin721@btinternet.com  
John G. Lidstone thamesview@hotmail.com

## News editor:

Nigel Appleford 8 Claydon Avenue, Southsea PO4 8RJ  
nigel.appleford@btinternet.com

## Design and layout:

Russell Strong busandcoachpreservation@gmail.com

## Administration/Readers' ads/trade advertising sales:

Sandra Lamb 024 7661 6930  
presbusp2@btinternet.com

To contact any of the above by post please write to:  
Bus & Coach Preservation, Unit 12, Redland Close,  
Alderman's Green Industrial Estate, Coventry CV2 2NP.

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## Please send your contributions to:

Bus & Coach Preservation, Unit 12, Redland Close,  
Alderman's Green Industrial Estate, Coventry CV2 2NP.  
E-mail: busandcoachpreservation@gmail.com

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# Happy New Year!

The B&CP team has changed a little since we last did this, so let's try it again — this time I hope I don't miss anyone out!

We wish our readers a happy and prosperous new year! We are: Philip Lamb (Editor); Sandra Lamb (Advertising and Administration); Nigel Appleford, Simon Gill, David Jukes, Nick Larkin and John G. Lidstone (Contributing Editors); Russell Strong (Layout and Design); Jen and Jane at Webscribe (Subscriptions) and those who regularly help out with our event stand: John Arnold, Dave Evans, Hugh Jones, Ray Jukes and Karl Parnell.

As soon as the festivities are over, Nigel Appleford hopes to get started on next year's event guide, so will all organisers please send him their dates and details as soon as possible, and in any event by 31 January. There are hours of work involved in compiling the guide, and our aim is as usual to be the most accurate, complete and informative guide around, so don't delay — email Nigel today. Should you wish to avail yourself of the service provided by the Royal Mail, then please post your info to the Editorial Office (address opposite) clearly marking the envelope: EVENTS, this will help to ensure your correspondence ends up in the right place at the right time.

Same applies to Busmart. Whilst its best to email your requirements, those using the postal service must for the same reasons, mark their envelopes: BUSMART.

We've had a quick look at the events list already published for next year. There are

plenty of regulars both large and small. Amongst the one-offs, the ECW 30th Anniversary event on Saturday/Sunday 8/9 July at the East Anglia Transport Museum is a must — the last event celebrating 20 years since the closure of the Eastern Coachworks factory was a raging success, so expect something even bigger and better 10 years on — put the date in your diary, now.

Sadly it seems we have seen the last of the popular Bristol Harbourside rally due to difficulties in setting and maintaining a date with the local council. Such a pity, as this was a great event, but all is not lost! The organisers, the Bristol Road Transport Collection, along with its partners are working on providing an alternative event on a smaller scale which will be centred on the Wiltshire town of Chippenham.

The Chippenham Bus Rally & Running Day will take place on Sunday 21 May 2017 with free bus rides radiating from the town's bus station. A selection of vintage buses and coaches will be on display nearby.

Vehicles taking part will include examples from bus companies that used to operate into Chippenham such as Western National, Bath Services, Bristol Omnibus, Swindon & District and Badgerline. In addition there will be a selection of stalls plying their trade selling books, photographs, models etc.

Entry forms for vehicles and stalls are obtainable by e-mailing [jhitchingsbus@blueyonder.co.uk](mailto:jhitchingsbus@blueyonder.co.uk) or by phoning 07746412555. See you there!  
PHILIP LAMB





## Underhill Bedford WTB complete

Duple-bodied Bedford WTB EYE 599, new to Underwood, Orsett, Essex in May 1938 was requisitioned by the RAF for aircrew transport in 1939 (possibly at RAF Hornchurch). When the war was over, the WTB was returned to Underwood, and remaining in service until placed in storage in 1961.

In 1994 it was acquired by the EYE 599 Restoration Society with the aim to restore, and rally the vehicle.

Sadly some years later the society lost its premises and disbanded, EYE 599 passing to Ensign Bus in 2014. Restoration of body has since been completed and in late November it was painted at Marden Commercials, Benfleet, making its first public appearance at this year's Ensign Running Day. More pictures appear on page 26.

Report: JOHN WAKEFIELD

Picture: JOHN G. LIDSTONE



## Castle confusion

A big thank you to all who took the trouble to point out that the castle in this picture which appeared last month in the 'United We Stand' feature is indeed Bambrough Castle not Durham Castle as stated.



## Puma fails to sell

ACE Puma E923 LCP featured last month did not sell, the potential buyer failing to complete the deal, so it's back on eBay for £1,000.



## Thirty Years of Deregulation marked in Portsmouth

The opportunity to mark 30 years since deregulation was taken at the recent Cosham Transport Fair. Thanks to the good offices of Mark Turner, Jason Rayner and Colin Ashcroft of Stagecoach South, three vehicles in original Stagecoach livery were made available for free rides.

Stagecoach, then a small Scottish independent, was of course a major player in the deregulation story. During the afternoon, the opportunity was taken for a photocall outside the former ASWE on Portsdown Hill. As can be seen the weather was unseasonably good for November.

Buses are Leyland Olympian/Alexander 201 (F601 MSL), Dennis Dart/Alexander Dash 501 (J501 GCD) and Mercedes 709D/Alexander AM 879 (K879 ODY).

The next Cosham Fair (Sunday 5 March) will feature former municipal buses.





# Southampton Guy returns to Hampshire

Southampton City Transport Guy Arab III 222 (GTR 484) is now at Medstead, Hants, following its return from Kent, the trip taking two days.

1951-built No 222 which carries a 56-seat Park Royal body was typical of the many Guys purchased by

Southampton. It was seen at last year's South East Bus Show, Detling under restoration at South East Coachworks. The work is now completed and 222 is now safely stored at Medstead where work will start in the New Year on a few outstanding mechanical jobs. It is hoped

that 222 will return to the streets of Southampton sometime during 2017. The bus is seen here in the Bluebell Railway car park, just yards from where it lived for many years, while owned by David Rider.

Picture: TOM LINGWOOD



## Obituary: Philip Leslie John Platt (1948–2016)

It is with great regret and sadness that we report the passing of Philip Platt, who passed away in the early hours of Thursday 8 December 2016 whilst in Torbay hospital. Phil had fought a short but courageous battle with cancer. His wife Diane and his brother David were by his side.

Phil had railway blood in the family and so developed first, an interest from an early age in trainspotting and later, for public transport, and buses in particular. Whilst making trips with his Mother from their home in Exeter into the City, sometimes on a red bus and sometimes a green one, it was not long before he was able to distinguish the various characteristics of each, not only by the colour scheme but by the varying makes that were in operation



at the time, from Leyland, AEC, Daimler and Guy etc.

After leaving school, Philip, joined Devon County Council, and with a few like-minded friends, quickly formed a group which would meet and share its interests in the local bus fleets and in particular The Devon General Omnibus & Touring Co. Phil

would develop a special interest in the AEC vehicles operated by DGO&TC and this fascination with the AEC brand stayed with him all his life.

As privatisation of bus services nationally approached, Phil anticipated the loss of the Devon General name, leading him with others to form the Devon General Society to try and maintain the special relationship the bus company had in the memories of the people of Devon.

Phil's enthusiasm for all things Devon General and AEC did not wane over the many decades that have since. He held positions with The West Country Historic Omnibus and Transport Trust (WHOTT) and latterly as a trustee of The Devon General Omnibus Trust.

Other vehicle owners have benefitted from Phil's vast knowledge and contacts within the preservation movement, and he has been instrumental in the salvation and further preservation of many vehicles that are still enjoyed today, as well as being author or contributor to many publications that exist today.

As a well known preservationist Philip's loss will be mourned by many. As a man of his word, and a willing font of knowledge to all, we will not come across his like, easily again.

Condolences are extended to his widow Diane, his brother, and, two daughters Gillian and Alison.



# A Merry Christmas at Oxford

2017 will see the Oxford Bus Museum celebrate its first 50 Years.

In 1967, a group of then young bus enthusiasts got together to form the Oxford Bus Preservation Syndicate. Their aim was to secure for preservation COMS 903, a Willowbrook-bodied AEC Regal III with dual-purpose seats, new in 1949. The

collection of vehicles grew, and in 1984 they were moved to the museum's present location on the site of the old goods yard at Hanborough railway station.

Since then the museum has gone from strength to strength with major Lottery funding helping to erect more buildings, improve facilities and establish a transport

museum which attracts considerable interest from both enthusiasts and the public at large.

Santa specials have become a seasonal fixture. These are the subject of much thought and planning, and as such attract visitors in numbers.

Our picture shows part of this year's display, featuring chief Elf, the museum's very own Jonatham Radley.



## Ipswich Transport Museum acquires Suffolk Bedford

The Ipswich Transport Museum has acquired a Bedford YMT with Duple Dominant II bodywork, which had been

new to Suffolk County Council Education Transport Department in April 1981. The Bedford, RGV 690W, was the first of

four 53-seat Dominant II-bodied coaches (the others being RGV 691-3W), and is believed to be the sole survivor.

Following service with Suffolk County Council, the coach passed to Hodges Coaches of Sandhurst in 'Prince of the Road' livery. The coach passed into preservation with a Mr Jervis of Stoke-on-Trent in 2011 and then with Dan Trent of Stowmarket, Suffolk the following year.

The YMT briefly returned to service with Norfolk Coachways in 2015 before being acquired by the ITM in October 2016. At the time of writing (December 2016) it's in store awaiting a front spring and an exhaust repair but will then join the ITM's operational fleet. The museum wishes to repaint it back in SCC livery, so if anyone has pictures of it in this livery then the museum would like to hear from you. E-mail them at: [enquiries@ipswichtransportmuseum.co.uk](mailto:enquiries@ipswichtransportmuseum.co.uk)

Report and picture: JOHN WAKEFIELD





## Rare Van Hool-bodied Leyland Leopard for sale



SHY 707M, a Leyland Leopard PSU5/4R with Van-Hool 'Astradome' body was new to Turner of Bristol in April 1974 passing to Bath Coaches in June 1982.

By August 1997 it had moved on to Eric Graveling of Peterborough who painted it in its current two-tone blue livery and rallied it a few times.

In July 2009 Eric sold it to Mark Judd of Manea who now plans to sell it on again. It is believed to be the only survivor of this type, apart from Bedford VAL70 RAR 690J. Report and picture: JOHN WAKEFIELD

## Empress acquires second Bedford J2

Empress Coaches of St Leonards-on-Sea has bought a second Plaxton Embassy-bodied Bedford J2, PVV 888J.

The additional coach was supplied new to Country Lion of Northampton in June 1971 with which it stayed until November 1998, being acquired for preservation by Guy Wren of Wadhurst following withdrawal due to accident damage some years earlier.

Guy carried out repairs to the lower offside panels and frame, keeping it in Country Lion livery. It was rallied regularly until sold in September 2003 for continued preservation with businessman Geoffrey Alton of Belper.

Geoffrey carried out a repaint and retrim, downseating it from 20 to 16 seats with the inclusion of two Plaxton tables.

The coach saw a few outings to local rallies in the Derbyshire area, but was mainly kept under cover in Mr Alton's private car collection.

Following some further restoration, it will join EXS 569F in the Empress Heritage fleet. Report and pictures: JOHN WAKEFIELD





# Two for one!



*In its 50th Anniversary year, PHILIP LAMB takes a look at the Oxford Bus Museum's two City of Oxford Dennis Loline.*

The problem of double-decker buses and low bridges was no more acute than it was in Oxford. Although other manufacturers were working to solve the problem in the postwar years (Leyland's Atlantean was initially conceived as a low height bus), only Bristol had come up with a workable solution. AEC's Bridgemaster was dragging behind whilst Guy's Wulfrunian was never going to win any prizes. Leyland and Daimler had devoted all their attention to developing rear-engined designs, although the Fleetline was a competent low-height design as well (but not front-engined), whilst Leyland was to

respond late in the game with the ungainly Albion Lowlander.

The problem dated back to the introduction of the roofed double-decker bus. In order to achieve a central gangway in both saloons, overall height came out at around 14ft 6in. low enough to pass under many bridges, but not all. In order to solve the problem, the overall height needed to be lowered by 12in — drastic redesign was necessary. The resultant sunken offside upper-deck gangway brought with it more problems. With seats in fours across the bus, access for both passengers and conductors was difficult, so a bus which had an upper-deck central gangway, but was only 13ft 6in high was highly desirable.

## CO-OPERATION NEEDED

Chassis and body manufacturers needed to work together to achieve this aim, and no-one was better placed in this respect than Bristol and ECW. As a result they were streets ahead in developing the game-changing Lodekka. The solution to the problem was to lower the saloon floor on the lower deck by redesigning the chassis. This was achieved by diverting the transmission and exhaust along the side of the chassis rather than down the middle, thus allowing the gangway to be significantly lowered. This in turn allowed extra height in the upper saloon thus facilitating the desired two-plus-two seating.

Both Bristol and ECW were state-owned, and as a result, their products were







only available to state-owned bus fleets. Had the Lodekka been available to all, then it would probably have cleaned up in the early 1950s when it first became available. But, as the decade progressed, the alternatives listed above were gaining momentum, but it was the smallest player in the field Dennis which rose to the fore by forging an agreement with Bristol to build the Lodekka under licence.

### THE LOLINE

The Dennis Loline, initially with an East Lincs body, first hit the streets in 1958. Aldershot & District, Dennis' local operator in Guildford and a devotee of the company's products, was the lead customer, going on to become the Loline's biggest buyer. The Loline was based on the Bristol LD. On its way was, however,



Opposite: **City of Oxford East Lincs-bodied Dennis Loline No 304 (304 KFC)** pauses outside the 'Hand and Shears' in Church Hanborough on a brief run out from the Oxford Bus Museum. PHILIP LAMB

Above: **Sister bus No 303 (303 KFC)** lays over at Gloucester Green, having returned from a foray to Stokenchurch. PRESBUS ARCHIVE

Below: **Its now more than 20 years since No 304 received a lick of paint, but it looks remarkably good. A repaint, sometime in the future is on the cards.** PHILIP LAMB







Top: **The COMS Lolines boasted offside illuminated advert units.** PHILIP LAMB

Above, left to right: **It is easy to forget that beneath the dreaming spires, Oxford is a city like any other with factories and other assorted industrial premises, in particular the Morris Motors plant at Cowley. To combat dirty overalls etc, the upper saloon seats are clad in Vynide.** PHILIP LAMB

**The lower saloon boasts an attractive moquette.** PHILIP LAMB

**The AEC AH470 engine.** PHILIP LAMB

City of Oxford Dennis Loline disposals	
301 (301 KFC)	Stoniers, Golden Hill
302 (302 KFC)	Stoniers, Golden Hill
303 (303 KFC)	Spencer, High Wycombe
304 (304 KFC)	Peter Sheffield Coaches, Cleethorpes
305 (305 KFC)	Peter Sheffield Coaches, Cleethorpes

an improved F-series Lodekka which allowed a front-entrance layout and would be available in two lengths. The FS (front short) was immediately successful leading to Dennis bringing out its version, the Loline II.

Returning to the City of Oxford Motor Services, which had in modern times purchased only AECs, continued to have serious problems with low bridges in its area, particularly the one which carried the railway over the road as it approached the station from the south.

The AEC Bridgemaster, an integral design built in conjunction with Park Royal was, in 1961, only available in rear-entrance format. COMS, wanting a front-entrance low-height bus, therefore, took the big step of turning to the Loline II to meet its requirements. East Lancs was

awarded the body contract, the resulting vehicle being an extremely good-looking bus.

### COMS AND THE LOLINE

Admittedly the order was for just five and they were fitted with AEC engines (the only Lolines that were), but they were considered significant enough purchases to warrant the start of a new 3xx numbering series. The Lolines, did not, however, live up to their expectations, and they were to remain unique in the COMS fleet. With a front-entrance version of the extremely unattractive Bridgemaster available, COMS jumped ship and returned to its roots, placing significant orders, running with the design until the arrival of the much improved chassis-only Renown.



The Loline's main problem in COMS service was driver acceptability. Being essentially a Bristol, the driving position and attributes were totally alien to seasoned AEC men. The crash gearbox was a particular problem and the slow and lumbering progress achieved by the unique combination of AEC AV470 and Dennis gearbox endeared them to no-one. They spent much of their time acting as reliefs on city services or languishing in the garage, and were subject to early withdrawal, being sold on for further service with minor independents. See table below for disposals.

Nos 304/5 (304/5 KFC) were sold to Peter Sheffield Coaches of Cleethorpes in 1971, where they remained engaged on works services and school contracts until 1978, when they were acquired by the Oxford Bus Museum's predecessor, the Oxford Bus Preservation Syndicate. No 304 was deemed to be the better of the two, and so was repainted in COMS livery joining the growing number of restored vehicles maintained by OBPS.

## PRESERVATION

Subsequently changing its name to the Oxford Bus Museum, the OBPS moved into the goods yard at Long Hanborough railway station. As time progressed, minor problems with No 304 lead to it being stored out of use. Meanwhile work to convert its sister No 305 into a static cutaway exhibit illustrating the anatomy of the low-height bus was carried out, a form in which it still exists today.

Fast forward to 2015. Having stood for the best part of 20 years, the list of problems had grown. Added to that was the fact that over that period MoT requirements have moved on, so issues that are issues today were not issues when the Loline was laid up. Parts for Lolines are not that easy to come by, but the existence of sister No 305 meant that the sourcing of some items was an easy task.

The body mounting adjacent to the nearside rear axle required attention necessitating the removal of a section of the floor. Another major area of concern was the cab floor which needed welding, whilst a few window rubbers were changed. Over the years parts such as the destination box bulbs and handles had been removed to assist in the restoration of other vehicles, so replacements were needed. The rear suspension was rebuilt

and the compressor unloader valve changed, again courtesy of No 305. The dynamo was upgraded to an alternator, and the door motor, which had burned out, was rewound. The master switch to the interior lights had suffered heat damage, but once again No 305 came to the rescue with a serviceable replacement.

The front tyres, which were cracked but not worn, needed replacement. The changed tread pattern on the new tyres improving the vehicles handling. The engine was given a complete service and the oils changed. A complete overhaul of the rear suspension was carried out.

## BOILING

Last but not least was the boiling problem, the main issue which had led to the Loline being set aside all those years ago. The radiator was completely stripped down, both top and bottom tanks being removed

leading to the problem being revealed. Instead of antifreeze, COMS had added salt to its buses cooling systems to prevent them from freezing up in winter. The resulting corrosion had entirely blocked the radiator. Following a lot of cleaning up, the radiator was re-assembled and now works perfectly.

An AEC-engined Dennis was certainly something to be experienced out on the road. No 304 sounded very non-AEC indeed, in fact if you played the sound only to an expert, they probably wouldn't be able to identify it! And those driver all those years ago were right! Progress is slow and painstaking. Reaching 30mph needing to be measured in minutes rather than seconds!

We jest! This really is a lovely bus and the ride was well worth the 20-year wait! Our thank to Kevin Simms who headed up the restoration team and to Neil Tidbury who drove the bus on the day.



Top: **No 305 — a real life memory of the days of boys' comic, *The Eagle*!**

Above: **The low-built chassis and resultant low floor.**

Above right: **Upper-deck framing is in aluminium.**

Right: **Mirror provides view beneath nearside bench seats.** All: PHILIP LAMB



# OXFORD IN NBC DAYS

*Our journey back in time to Oxford looks in the main at the National Bus Company years, but begins with a flashback to pre-NBC days and ends with a hint at the privatisation era before the arrival of the Go Ahead era.*



It's December 1963 and almost new Park Royal-bodied AEC Renown 333 (333 RJO) leads similar 328 (328 NJO) through the city. Bringing up the rear is an unidentified Willowbrook-bodied AEC Regent V. No 333 was later to see service with Bedlington & District.

Fast forward to August 1978 to find 1967 Northern Counties-bodied AEC Renown 369 (FWL 369E) turning out of the High Street on its way to the rail station. These were the last Renowns; double-deck deliveries the following year would see the arrival of the first Daimler Fleetlines. Following withdrawal, No 369 joined the Contractus of Stevenage fleet.





Top: In July 1975 Weymann-bodied AEC Reliance No 618 (AJO 618C), then 10 years old, passes Witney garage en route to Burford. The garage is today occupied by Stagecoach, successors to South Midland to which COMS country services were devolved in the prelude to privatisation.



Centre: The first batch of Daimler Fleetlines comprised 15 NCME-bodied examples delivered in 1968. These vehicles were fitted with ultra-low-height bodies to enable them to negotiate the notoriously low railway bridge spanning the road to the station. No 394 (MJO 394H), seen here negotiating the busy Carfax corner, saw later service with Jubilee Coaches of Stratford-upon-Avon.



Bottom left: More Fleetlines, this time with Alexander bodywork arrived in 1971. Here in June 1975, No 403 (TFC 403K) heads into Carterton, having left Brize Norton and Witney behind.

Bottom right: NBC rationalisation saw control of the South Midland express services from Oxford to London pass from Thames Valley to City of Oxford. To satisfy the need for extra capacity at weekends, nine dual-purpose-seated ultra-low Bristol VRT/SL2s arrived in 1973 following on from a trio of bus-seated single-door VRTs new in 1970. Seen here loading for Wood Farm in 1978 is No 102 (NUD 102L).







The VRT, in ultra-lowheight configuration, subsequently became COMS' standard double-decker. Here at Cowley garage on some sort of special service, we see in September 1981, 1975-built Bristol VRT/SL3 No 448 (PJO 448P). Deregulation would see this single-door bus allocated to the South Midland fleet, in which it later ran in the attractive 'Orbiter' livery South Midland before sale to Scottish independent Moffatt & Williamson.

No 452 (TBW 452P), seen here arriving in Oxford city centre in September 1984, is already carrying South Midland fleet names. South Midland VRTs would soon adopt a maroon and ivory livery, which in turn was superseded by the lime green, black and ivory Orbiter colours. No 452 ended its days with Classic Coaches of High Wycombe.



Vehicle shortages were a recurring theme at COMS. In 1974 four Willowbrook-bodied Bedfords, new to Cooper of Oakengates, were transferred from Midland Red. Seen here providing a works service at the Morris Motors plant at Cowley in May 1974, assisted by Park Royal-bodied AEC Renown 351 (CFC 351C), is 1966 Bedford VAM5 No 617 (FAW 157D).





Seen here in October 1976 leaving the city for Milton, on what was probably a relief working, is another former Cooper Bedford, dual-purpose seated YRQ No 59 (UUJ 457J).

In more recent times, Park & Ride services have demanded high quality vehicles, but when such schemes were in their infancy, a more relaxed approach was taken, with either elderly or secondhand (sometimes both) vehicles in charge. First buses to receive a dedicated livery for Oxford Park & Ride services were four former Midland Red Alexander-bodied Daimler Fleetline, one of which, No 920 (5276 HA) is seen here in August 1978.

Deregulation was to bring more non-standard vehicles to the ever-changing Oxford scene. Seen in May 1989 is former Northern General 1975 ECW-bodied Leyland Atlantean 982 (MPT 313P). It didn't stay long...





Whilst we wait with huge anticipation for your 'On the Road' submissions (See *B&CP*, January), we bring you a fine selection of 'Still in Service' tail-enders compiled by DAVID JUKES.

#### DECEMBER 2016 CORRECTION

The eagle-eyed among you will have noticed the Route 48 Olympians text was repeated beneath two pictures of former Lothian Leyland Olympians. Our apologies to all concerned, the entry should have read:

#### LOTHIANS IN LIVINGSTONE

The Livingstone-based E&M Horsburgh operation contains this pair of former Lothian Regional Transport Alexander RH-bodied Leyland Olympians – both sporting rudimentary but effective single-door conversions. G342 CSG was new as LRT No 342 in 1989 while 1992-built K877 CSF was LRT No 877. Pictures: CHRIS MARTIN

#### CHICHESTER CREW CHANGE

The lunchtime driver change on Stagecoach South's U7 service is usually made in Avenue de Chartres, Chichester. A spare bus is used for ferrying purposes; this role being undertaken by No 16295 (R295 HCD), a 1998 Alexander RL-bodied Volvo Olympian new to the operator as its No 295, on 17 November 2016. Picture: DAVID JUKES



#### ALMOST FAMOUS

Perhaps too new to be considered for 'After They Were Famous' these buses remain in promotional service into their third and fourth decades. (1) Former London Country LR18 (TPD 118X), a 1982 Roe-bodied Leyland Olympian, is seen in Llandudno on 19 October 2016 promoting free training for Welsh women, while (2) H136 GVM, a 1991 Northern Counties Palatine-bodied Dennis Dominator new to Greater Manchester Buses as its No 2036, advertises Liverpool Hope University at Blackburn with Darwin Services on 22 November 2016.

Pictures: IAN MOORCROFT (1)/ CHRIS NEWTON (2)







#### DERBYSHIRE DEAUVILLE

Laying over in Bakewell coach park on a sunny 2 November 2016 is Total Travel of Barrow-on-Soar (Leicestershire) M625 ORJ, 1995 Jonckheere P599 Deauville-bodied Volvo B10M-62 new to Shearings as its No 625. A week later in a very gloomy Chesterfield we find Wint's of Butterton (near Leek, Staffordshire) L964 NVW, an identically bodied but far rarer Volvo B6R-45 new to Wallace Arnold in 1994.

Pictures: IAN MOORCROFT



#### CAROUSEL NIGHTS

Carousel 112 (T112 DBW), a 1999 Alexander ALX400-bodied Dennis Trident new to City of Oxford with the same fleetnumber, awaits departure from Reading on 4 November 2016 with an evening X80 journey to High Wycombe. Picture: TOM GRAHAM



#### ARMCHAIR TO A&P

G365 YUR, an Alexander RL-bodied Leyland Olympian, was new in June 1990 to Armchair of Brentford for the tendered London bus route 260. It was sold in 2002 to Mullany Starline of Watford and later passed to Geldard's of Leeds before joining the A&P Travel of Barway (Cambridgeshire) fleet, with which the Olympian is seen on 22 October 2016. Picture: CHRIS MARTIN





#### NEW OWNERS OLD COLOURS

(1) Seen leaving Accrington on 1 November 2016 is Pilkington's of Accrington P607 CAY, a 1996 Northern Counties Palatine-bodied Volvo Olympian new to Midland Fox as its No 4607. Pilkington's took over a number of routes from Accrington based M&M Coaches when the latter ceased trading the previous month and acquired additional buses including this Olympian, operating in the livery of previous owner Wrigley's of Irlam (2) Chiltern Bus T124 AUA, a DAF DB250-based Optare Spectra new to Capital Logistics of West Drayton in dual-doored form for London bus route 60 in 1999, is seen on South West Trains rail replacement standby duty at Bracknell on 20 November 2016. The bus carries Xelabus livery upon which its current owner has applied its fleetnames and legal lettering. Pictures: CHRIS NEWTON (1) / TOM GRAHAM (2)



#### SIMPLY RED

The Redline of Penwortham fleet contains 800 RED, a 1995 Alexander PS-bodied Volvo B10M-55 new to Red & White as its No 762. The bus is mainly used for school contracts and is seen in Walton-le-Dale near Preston on 12 October 2016. Picture: CHRIS NEWTON



#### WEDDING BELLE

Operating a wedding hire in Chelsea on 27 October 2016 is ThisBus.com AEC Routemaster RML2408 (JJD 408D). The bus was new to London Transport in 1966 and has been part of its current owners' fleet since 2009. Picture: TOM GRAHAM



## SCUNTHORPE STEEL

2-Way Transport of Scunthorpe W162 RFX, a DAF DB250-based Optare Spectra new to Wilts & Dorset as its No 3162 in 2000 is seen in its hometown's Lakeside Retail Park, Scunthorpe on 19 November 2016. That evening we find the same operator's E102 JFV, a 1988 Alexander RV-bodied Volvo B10M-50 new to Burnley & Pendle as its No 102, at Scunthorpe railway station. Pictures: TOM GRAHAM

STILL IN SERVICE





# STRIPEY 'DECKERS

Towards the end of the NBC era things became more relaxed, certainly as far as liveries were concerned. A major development was the introduction of a new local coach livery as a companion to the contemporary National Express scheme which used red, white and blue stripey bands on a white background. The new local coach livery also used white as a base livery, but operators chose their own colours and layouts leading to some very pleasing results. The scheme soon spread to dual-purpose seated double-deckers used on express or limited-stop routes. Take a look at these . . .



Above: Seats on Alder Valley's commuter routes were in high demand. In the quest to alleviate the problem in the early 1980s, AV took delivery of a number Leyland Olympians with ECW 'coach' bodies as demonstrated by its No 1505 (YPJ 505Y), new in 1983. Upon the break-up of Alder Valley, No 1505 continued to work on successor's Beeline Reading to London service. Re-registered 8686 DN, it moved to Merseyside, operating with Blue Triangle Tours before taking up residence with Skills of Nottingham. It ended its days as a school bus with APT of Rayleigh. PRESBUS ARCHIVE

Below: **Cambus 742 (VEX 295X)**, a 1981 Bristol VRT/SL3, was initially delivered to United Counties as its 968 (VVV 968W), but sold before use to Eastern Counties becoming VR295. It is seen here in August 1985 in Drummer Street bus station, Cambridge. With bus seats and in use on ordinary service, No 742 was a bit of a pretender, albeit an attractive one, to this high-profile livery! It later received standard Cambus double-deck livery and was sold to NIBS, Wickford in 1998. PRESBUS ARCHIVE



Seen at Norwich Races taking a break from its normal commuter duties is Eastern National 4510 (D510 PPU) a Leyland Olympian with later-style ECW coach body, new in 1986. Subsequent owners would be Sanders of Holt, Lodges of High Easter, Flagfinders of Braintree, Tony Glew of Colchester and Venturer Coachways of Brightwell, Suffolk. With the last three named, the coach was registered PLZ 2876. PRESBUS ARCHIVE



Very few Leyland Atlanteans received stripey livery, especially PDRIA/Is. New in 1972, and seen here some 13 years later, Maidstone & District MCW-bodied 5719 (FKM 719L) was converted for Invictaway services to London in November 1981, when it and sister vehicle 5718 (FKM 718L) were fitted with 69 coach seats taken from withdrawn dual-purpose saloons. They also received a special black livery with a red sash in order to make the service stand out, Invictaway being an express commuter coach service from Kent to London. Around 1984 both buses were repainted in the stripey Invictaway livery seen here. In the summer of 1995, the Invictaway services were rebranded as part of the Green Line network. PRESBUS ARCHIVE



Midland Red South took the stripey livery a stage further . . . and it worked! No 961 (B961 ODU), a Leyland Olympian with coach-seated standard ECW body was new in 1984 and used mainly on express services from Stratford-upon-Avon to Birmingham and Coventry, a duty it continued to perform when repainted in Stratford Blue livery. It finished its working life in Chester with GHA Coaches. PRESBUS ARCHIVE



Similar vehicles were received by Midland Red North, these being painted in the red and yellow livery Midland Express livery shared with Midland Red West and Midland Fox. 1984-built No 1912 (B912 NBF), seen here in Cannock in March 1985 retains 'Chaserider' fleetnames from MAP days, a feature perpetuated by Midland Red North until application, in later British Bus days, of all-over red with 'Midland' fleetnames. Then along came Arriva . . . Later operators were sister fleet Stevensons and Sanders of Holt, No 1912 seeing its last change of owner in 2004 with a move to Anglianbus.

IAN LANGHORN/TRANSPORT PHOTO INTERCHANGE







Ribble 2157 (A157 OFR) is seen here in July 1985 performing the very task for which it was branded — the heavily used X43 linking Skipton with Manchester via Colne, Nelson, Burnley, Rawtenstall, Bury, Whitefield and Prestwich. No 2157 was one of four coach-seated ECW-bodied Leyland Olympians, Nos 2156-9 (A156-9 OFR), new in 1984 for the 'Timesaver' service. Passing with the route to Stagecoach, No 2157's subsequent owner was Blazefield Holdings, later Transdev, which acquired the Stagecoach routes and vehicles in the Burnley area, No 2157 later wearing both Burnley & Pendle and Lancashire United liveries. The Timesaver branding fell out of use around 1986, the X43 eventually being branded 'The Witch Way' under Blazefield auspices. The route continues to this day using up-market leather-seated double-deckers. No 2157 remained in Burnley for many years latterly becoming a mobile youth club.

PRESBUS ARCHIVE



Meanwhile miles away in the West Country we find Southern National 1086 (LOD 725P) on its regular duty, the X96 linking Bridgewater and Exeter. New in 1975 in leaf green livery, No 1086 was refurbished with coach seats in the early 1980s for use on the X96, receiving this attractive black and yellow stripey livery at the same time. This Bristol VRT subsequently passed to Milton Keynes Citybus, its coach seating no doubt proving a bonus on its longer 'Roadcar' routes.

PRESBUS ARCHIVE



Tynelink branding was applied to vehicles in both the Northern and, as seen here, the United fleets primarily for use on the joint X1/X10 services between Newcastle and Middlesbrough. Seen here is United 233 (A233 GHN), a 1984 ECW-bodied Leyland Olympian, which later received Tees & District livery before passing to GHA Coaches of Ruabon.

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# Ensign Extravaganza

*JOHN G. LIDSTONE enjoys variety at the Ensignbus Running Day.*

Each year, Ensignbus affords enthusiasts the opportunity to enjoy riding certain members of its vintage fleet and this year the variety was wider than ever before, complete with two debut appearances by prewar vehicles, as well as a bizarre Greyhound two-stroke coach.

As in previous years, the majority of the participants come from the increasingly diverse Ensign stock, but are supplemented by guest vehicles, which this year included the 'cleanest heritage vehicle' in the country, Euro 6-repowered AEC Routemaster RM1005 (5 CLT) owned by Sir Peter Hendy, as well as his part-owned Leyland Titan PD2 6RT RTW467 (LLU 957) and prototype Leyland-engined Routemaster, RML3 (SLT 58).

This year, three routes were operated — the legendary marathon Upminster-Lakeside-Gravesend X55, route X81 (Shenfield-Brentwood-Lakeside-Grays) as well as single-deck only X21 (Upminster-Brentwood-Ongar) with a 30min headway on each and with a great value day ticket for just £8.

Ensign's Paul Dickson shoulders a lot of the hard work of organisation (and indeed even fitting special blinds to participating buses), and I think everyone enjoying this superb spectacle would wish to thank him and all involved for a fascinating and fun day, enjoyed by the general public and passers-by just as much as enthusiasts, who came from far and wide to take part.

**Oldest vehicle present was Ensignbus JMT 25 (J 6332), nearing completion of its restoration and brought on tow for display at Lakeside, remarkably re-registered 6332 J. Fine signwriting is evident with the ubiquitous 'Mary Ann' adverts of Jersey's buses.**

Pictures: JOHN G. LIDSTONE

**Beaming driver Lee, who is one of Ensign's heritage vehicle specialists, brings Ensignbus 1938 Bedford WTB/ Duple EYE 599 into Lakeside. New to Underwood of Orsett, it hasn't run since 1958 and now carries a new and colourful livery designed for it. It made several short trips around Lakeside with a delightful essence of petrol accompanying its progress!**





A popular 'guest vehicle' was the RTW467 Group's historic 1950 all-Leyland Titan PD2 6RT RTW467 (LLU 957), which was the last of its type in passenger service in London and was repainted recently, to good effect.



Right: Contrasting with the RTW467 Group's RTW was Ensignbus 1950 Leyland Titan PD2 6RT/Leyland RTW335 (KXW 435), which wears original cream upper deck windows livery and looks well, seen here on layover at Lakeside, a far cry from the decrepit condition in which it was repatriated some years ago.



Below: A successful day for this heavyweight Ensignbus ex-East Kent 1951 Leyland Royal Tiger PSU1/13/Park Royal FFN 451, making its final departure of the day from Upminster with a cheery wave from its driver. The coach had to retire early last year so it was good to see it working after dark this year.

Below right: Not too frequently seen out and about, Ensignbus ex-London Transport 1952 AEC Regal IV 982ILT/Metro-Cammell RF319 (MLL 936) is seen about to make its last departure of the day from Upminster.









Opposite page:

Inset: **The only Weymann-bodied AEC Routemaster, 1957 Leyland-engined RML3 (SLT 58) from the London Bus Museum, with rebuilt replica original front end assembly, was a very popular participant, complete with period uniformed crew seen departing Lakeside at dusk on its last run of the day.**

Top: **Sir Peter Hendy's AEC Routemaster RM1005 (5 CLT) now stands out from all others by virtue of its experimental Euro 6 Cummins ISBE4.5 engine, being way ahead of its time as it meets the London ULEZ regulations due to come into play in 2020! It is acting as a one-off testbed conversion to enable Euro 2-engined Routemasters to be easily upgraded to Euro 6, still married to existing drivelines with minimal modification.**

Bottom: **Eastern National's coach fleet was an exemplar for smartness and quality back in THC days, perfectly represented by Ensignbus 1958 Bristol MW6G/ECW 331 (7017 HK) heading away from Upminster at the end of the day and looking very fine indeed.**

This page, top to bottom:  
**Ensignbus AEC Routemaster RM1361 (VYJ 808, originally 361 CLT) announces its presence with a healthy 'bark' from its refurbishment programme retrofit Scania engine. Its last journey of the day was a short working on X55 to Lakeside rather than across the Thames on the lengthy sprint to Gravesend.**

Representing the municipal sector was Ensignbus ex-Lancaster City Leyland Titan PD2/37/East Lancs 204 (KTJ 204C), which sadly was unable to complete its day following technical problems. Its rich red and cream is in similar layout to the brown and cream it wore from new.

Very nicely restored as new Ensignbus ex-London Buses pioneer MCW Metrobus DR101/3 M1 (THX 101S) was scheduled on standby all day, but was a popular vehicle in service when it came out to play with a well-known municipal MD at the wheel!







Left: Ensign is well-known for its 'surprises' at running days, but surely the most outrageous was its newly-acquired former Greyhound USA 1982 MCI YVR 832, very nicely now registered YVR 832 in the UK and with its Detroit 6V92 two-stroke engine making most unfamiliar sounds to British ears and attracting many takers for short tours from Lakeside.

Below: The fine lines of this 1983 Van Hool Astromega TD824 still look stylish today and so it's almost hard to believe that Ensignbus ex-Southend Transport 245 (JEV 245Y) is now 33 years old. It's seen here at the end of its lengthy journey all the way from Gravesend to Upminster.





This page, op to bottom:  
**Ensignbus 1984 all-Leyland Titan T986 (A986 SYE)** made its first appearance at a Running Day on the X55 from Upminster to Gravesend, with most genial driver with a cheery wave seen here at Lakeside as it arrived for its next crossing of the Thames. X55 crosses south by bridge and north by tunnel, which is a great attraction, with some good hill climbing to be enjoyed on the Kent side too.

Making a nice contrast with London's pioneer MCW Metrobus Mk1 M1 was the last one bought new by Ensignbus: late-build 1988 MCW Metrobus Mk2 192 (F292 NHJ), a type which excelled on rail replacement with a fine turn of speed.

A type not previously seen on a Running Day was 1990 Leyland Olympian/Northern Counties 105 (H105 GEV), just restored in the Thameside livery of Countybus, one of many pleasant 'deregulation' schemes. It had worked into 2016 with GHA of Wrexham and is a welcome addition to preservation.





# KINGSBRIDGE 2016

*Held in the South Hams district of Devon, this year's Kingsbridge Vintage Bus Running Day saw a record 41 vintage buses running on 22 different routes and carrying just short of 6,000 passengers throughout the day.*

The weather was perfect leading to seaside destinations such as being amongst the most popular local destinations, particularly Salcombe, Torcross and Slapton.

Since the first Kingsbridge Running Day in 2008, the event has grown in popularity

every year and has become established on the events calendar on the third Saturday in September.

Here are some highlights of the event, brought to you via the camera of IAN WILLIAMSON.





Opposite page: **Seen entering Kingsbridge bus station is Bristol SUS4A 672 COD, new in 1960 to Western National as its No 600 — very much at home on the day, as its small size was designed to deal with Devon's narrow lanes.**

This page, right: **Another diminutive vehicle, in this case representing an earlier era is Southern National 668 (BTA 59), an Eastern Counties-bodied Dennis Mace new in 1934. The Mace is a forward-control version of the bonneted Dennis Ace.**



Above: **Kingsbridge bus station was a busy place on the day! Bristol LL6B, Southern National 1218 (JUO 983) was new in 1948 with a Beadle coach body, replaced ten years later by this full-front ECW structure. The chassis was at the same time lengthened to 30ft, hence the change of designation to LL6B.**

Right: **Devon General also required small buses to negotiate the twists and turns of the local narrow lanes. Seen entering Kingsbridge bus station is Devon General SN839 (XTA 839), a Willowbrook-bodied Albion Nimbus new in 1958.**





# Nelson on the buses



Above: Overall views of the rally site which utilised Fort Nelson's former parade ground for the static display of vehicles old and new. Pictures: DAVID JUKES

Upper left: Brighton Corporation was one of the early exponents of one-man-operated double-deck buses when legislation was passed in July 1966 to allow this. Its fleet of front-entrance Leyland PD2s, including No 23 (23 ACD), a 1962 Weymann Aurora-bodied PD2/37, were converted by realigning the nearside bulkhead window and fitting a ticket machine in the resulting space, the driver having to twist around to collect fares.

Left: The City of Portsmouth acquired 12 single-deck Leyland Atlantean PDR2/1s in 1971 bodied by Pennine Coachcraft, a subsidiary of the Oldham-based truck and bus manufacturer Seddon. No 190 (TBK 190K) was acquired for preservation in 1982 by present owners, the Portsmouth 190 Group.





The City of Portsmouth Preserved Transport Depot's 2016 Classic Buses Running Day was held at the Royal Armouries, Fort Nelson, on 30 May 2016. DAVID JUKES brings us a selection of pictures taken during the day.



Top: **Emsworth & District G516 VYE**, a 1990 Duple Dartline-bodied Dennis Dart new to London Buses as its DT16, is now preserved by the Guildford-based DT15 Group.

Above: **Bob Gray's ex-Southdown Motor Services No 649 (MUF 488)** is a 1953 Beadle-Leyland which used running gear from a prewar Southdown Leyland Tiger TS8, one of 50 vehicles so constructed between 1952 and 1954. The chassis of each was cut to form front and rear sub-frames; the first 20 were 30ft length while the remainder, including No 649, were 26ft length.

Below: **Southdown Motor Services No 409 (409 DCD)**, a 1964 Northern Counties-bodied Leyland Titan PD3/4, forms part of Stagecoach South's heritage fleet.





Right: **City of Portsmouth No 262 (VTP 262L)**, a 1972 Alexander AL-bodied Leyland Atlantean AN68/IR, was among the first of 90 almost identical buses acquired by the operator between 1972 and 1979.

Far right: **City of Portsmouth No 11 (ERV 251D)**, a 1966 Metro-Cammell-bodied Leyland Atlantean PDRI/1, new to the operator in roofed form as No 251, was converted to open-top at the Corporation's Eastney depot in 1979 and renumbered 11. Five of the type were so-converted between 1977 and 1979 as Nos 7-11 (ERV 254/49/50/2/1D respectively). All survive – Nos 7/9/11 in the UK, No 8 in Belgium and No 10 in Canada.



Above: Laying over at Cosham Compound is Mike Elkin's City of Portsmouth No 115 (ORV 992), a 1958 Metro-Cammell Orion-bodied Leyland PD2/40.







City of Portsmouth Leyland Atlanteans present at Fort Nelson included 1964 Metro-Cammell-bodied PDRI/I No 236 (BBK 236B), 1966 Metro-Cammell-bodied No 11 (ERV 251D), originally No 251 but renumbered following its 1979 conversion to open-top and 1972 Alexander AL-bodied AN68/IR No 262 (VTP 262L).





# The Big Orange

*Highlights of a major event celebrating Greater Manchester's orange buses at the Museum of Transport with PAUL WILLIAMS.*

If you are able to recall the 1970s and 1980s, then for you it was a time of flares and ra-ra-skirts, or perhaps Sony Walkmans and Filofaxes. Or if you lived in or visited the North West of England, then this era had one signature experience above all — Greater Manchester orange.

## OLYMPIAN

The iconic livery was launched in early-1970 and lingered in one form or another up to the end of the century under the ownership of First Manchester, but the beginning of the end was of course deregulation in October, the 30th anniversary of which was marked by the Manchester Museum of Transport's 'Big Orange' event on Saturday/Sunday 15/16 October.

This wasn't the first time that the Museum had celebrated the history of buses in the SELNEC and GMT era, after all, it was once the second biggest operator in the country, but it was probably the first time that an event at the Museum featured not one but four buses making

premieres after restoration plus a book launch.

Perhaps the star of the show was former Greater Manchester 3065, a Leyland Olympian with Northern Counties body of 1985 that was donated to the Museum on withdrawal in 2003 by Stagecoach Manchester, and has now had a trip back to Stagecoach's Hyde Road depot for restoration. If an Olympian seems like a rather modern type, then one glimpse of it in restored condition is easily enough to prove you wrong! The brown, orange and white livery took you straight back to pre-Sir Alex Ferguson Manchester and when it was parked on a free shuttle bus service outside the 1960s CIS skyscraper in the city centre, it just looked the part and you were right back in pre-deregulation Manchester.

Originally, Stagecoach Manchester offered a 'quick repaint' of 3065. But on arrival at Hyde Road panels, windows, front grille and the upstairs nearside framework, damaged by countless trees, all came off for repair or replacement and the result is definitely far more than skin-deep. Stagecoach Manchester MD Chris Bowles handed over 3065 to Councillor Andrew Fender, Chair of the Transport for Greater Manchester Committee on behalf of the Museum.

## METROBUS, ATLANTIAN AND LEOPARD

Second of the premieres was GM Buses 5208, a rare MCW Metrobus with Northern Counties bodywork. Only 30 Metrobuses received Northern Counties bodies, all ordered by Greater Manchester Transport, arriving at around the time of deregulation. They had fairly standard bodies at first glance, but inside it was a different story, with high-backed semi-coach seats in a fetching red 'herring bone' moquette. Outside, the impact of these express buses was dramatically increased by the use of a special 'GM Express' livery, based on a salmon pink shade known as coral, and which was based on an experiment carried out on a withdrawn Atlantean.

No 5208 wasn't quite mobile in time for the event, but the last mechanical jobs will be tackled soon. Like all Metrobuses, 5208 had suffered from MCW disease, otherwise known as galloping corrosion at the rear end that resulted in some fairly structural parts of the underframe resembling a piece of Swiss cheese. These

Above: **Greater Manchester 'Standards' gather at the Manchester Museum of Transport.** Pictures: PAUL WILLIAMS



problems have all been overcome but the Museum ran out of time on top of other commitments to change a suspension air bag and other jobs before MoT. But it was parked in the Museum on display for the weekend, making a splendid sight even in its almost-finished state.

As an interesting aside, 5208 has (pre-deregulation) Greater Manchester Transport legal address transfers, but the fleet name is post-deregulation GM Buses fleet names. GMT started applying the new fleet name up to three months before D-Day and 5208, which was delivered in July 1986, carried this hybrid style when new.

Third in the as-new line-up was 8151, a 1978 Northern-Counties bodied Atlantean and one of 1,500 'GM Standard' buses that ended up all over the country after onward sale, with users as varied as London Country, Isle of Man National Transport or Delaine of Bourne. Owners Adam Stephenson and Paul Nicholson presented 8151 in original orange and off-white livery for the first time at the event.

Fourth in line in the production line of 'look what else is here' was GM Buses 81, a 1975 Leyland Leopard with ECW body, yes that's right, a Leopard with the ECW body that was far more commonly found on Bristol RELH coaches for National Bus Company subsidiaries. Sadly no one mentioned to the drawing office at ECW that Leopards had a big gap where Bristol put the engine, and these coaches became notorious for back-end structural troubles. Some were rebodied by GMT while others were simply sold off. No 81 ended up as community transport complete with a wheelchair lift, but it has been painstakingly rebuilt and owner Mark Amis is now extremely confident that the rear end will no longer declare independence from the rest of



the body! No 81 has carried GMT livery in preservation for several years but it appeared at the Big Orange event in post-deregulation GM Buses style with a prominent 'Bury' vinyl over the entrance door as part of GMB's short-lived attempt to create local identities.

### THE OTHERS

The Museum's other orange buses were much in evidence also, in most cases employed on free bus services either to the city centre or to the Woodthorpe Hotel, a nearby photogenic turning circle. Riders were given a choice of 7001, the first production GM Standard and a Park Royal-bodied Atlantean of 1972; EX30, new the same year and historic as the first very production Leyland National to come off the line at Leyland's Workington factory; 4706, a late GM Standard Atlantean decked for the occasion in GM Buses livery; and 5871, a rather splendid ex-Stockport Corporation very late PD3 with rear-entrance East Lancs body that the Museum has restored in GMT orange and white to represent the hundreds of

Above: **When new, 3065 was based at Manchester Birchfields Road garage which had once been Manchester's tram depot (and which in the 21st century is the site of an inevitable retail park).** Although it was new in November 1984, it was probably the star of the Big Orange event and turned a lot of heads when used during the weekend on free shuttle services to Manchester city centre.

Below left: **Greater Manchester liked Northern Counties so much, at one stage it owned the company! So if anyone were going to buy MCW Metrobuses with Northern Counties bodies instead of the standard offering, it would be GMT.** Sure enough 30 of them arrived at around the time of deregulation in 1986, with a quirky salmon pink livery and high-backed seats for express services. The paint was hardly dry on 5208 at the Big Orange event, and it wasn't quite mobile in time, but still made an imposing sight in the Museum's exhibition hall.

Below: **No 8151 is a very typical Leyland Atlantean 'Standard', new in 1978. It was based for its first eight years at Frederick Road garage in Salford and ended up late in life with GM Buses (North) before being bought for preservation. The in-service shot shows it in Prestwich, north of Manchester, in May 1983.**







Above: **GMT** bought a batch of **ECW-bodied Leyland Leopards** for shorter tours and express services — why it chose **ECW** when the only other buses of that type in the fleet were **25 Bristol VRTs** ordered by **North Western**, nobody knows. Some had very short lives before rebodding but a few lasted into post-deregulation days including **81**, which for the **Big Orange** event was returned to its **1986 GM Buses** livery.

Below: For many people the **SELNEC** and **GMT** era is characterised by the 'GM Standard', over 1,500 Atlanteans and Fleetlines with an evolving style of Northern Counties or Park Royal body. First in the production series was **7001**, an Atlantean with Park Royal bodywork. When it was withdrawn in **1986**, **7001** went straight to the Museum of Transport for preservation, unlike the hundreds that ended up in every corner of post-deregulation Britain.

Below right: **EX30** was the very first **Leyland National** off the **Lillyhall** production line following the handbuilt prototypes. It featured dual doors, with the luggage pen opposite the entrance instead of behind the driver. **EX30** was withdrawn by **GMT** and placed in the Museum, which means it saw only 12 years of life before preservation — meaning that it's very original, even down to the long-obsolete fishtail exhaust pipe.

municipal buses that received a dose of orange paint from their new owners. **5871** is about as conservative as it got for 1968 with exposed Leyland radiator, open rear platform and half-drop windows — quite something considering it was delivered at about the same time as the first of neighbour Manchester's revolutionary Mancunians.

Talking of Mancunians, **Fleetline 2236** was a welcome visitor brought by the **Telford Bus Group**; as was **8001** of the **Selne**c Preservation Trust and privately owned **Standards 8141**, **8551** and **8697**. The **Bolton Bus Group** brought **6809**, an Atlantean with **East Lancs** body that was ordered by **Bolton Corporation** but delivered to **SELNEC** and something of a behemoth with its 33-foot length and 86 seats. The post-deregulation 1990s were represented by **First Manchester Volvo B10B/Wright 520**, now preserved and kept in 'tomato soup' flame red; and former **GM Buses Dennis Dominator 2032**, as yet unrestored. In fact with these and the Museum's buses, the upper exhibition hall and street outside looked very much like a Greater Manchester bus garage and bus station of 30 years ago, with the

effect helped by a new museum display of **GMT** memorabilia complete with a video showing a 1986 TV advert for **GM Buses** whose slogan was 'Pick You Up Tomorrow As Usual': which must go down in history as one of the most inelegant and frankly inaccurate advertising claims of all time.

## BOOK LAUNCH

The fifth and more portable launch was a photo album book, 'Manchester's Buses', compiled from the Museum's extensive archives by museum volunteer and writer of this feature **Paul Williams** and launched at the event with a book signing. All author and photographer royalties will go to the Museum to help support its upkeep and so is worth getting for that alone, even putting on one side the fact that it has 180 unpublished colour photos taken between 1969 and 1986.

Museum Chairman **Dennis Talbot** was understandably pleased as the last visitors set off for home and the Museum closed at the end of the event. 'We have to move with the times and orange buses have meaning for people who are too young to remember Manchester Corporation, North Western or Ramsbottom Urban District Council. So it's been successful on two fronts. We've seen many families and visitors who look on the 1970s and 1990s as 'their' period for nostalgia; and it has helped some younger Museum members to volunteer and take an active part in our activities, in fact we're probably in as good a place as we've ever been for volunteers. We could always do with more, but doing things that have meaning for people is the trick to get people involved.'

The Museum is now focusing on finishing off some loose ends before tackling further new major restorations. The next step is to get **5208** fully mobile, and finish off one or two small jobs on





Right: **Stockport Corporation**, always that most conservative municipal, bought rear-entrance buses as late as it could – in fact the very last 30ft rear-loader of all, 91 of January 1969, was new to Stockport. Its No 71 was new only a year earlier, so it spent far longer in orange than it ever did in red and cream. It's now the Museum's representative of all the many buses taken over by SELNEC and Greater Manchester from its forebears.



3065. Meanwhile slightly more substantial work continues on two very early rear-engined buses.

Manchester 3629 was an early 'tin box' Atlantean with Metro-Cammell body of 1959, although union trouble kept it off the road until 1960. After withdrawal by SELNEC, it was exported to Australia and later repatriated and given an external paint job: but now a team of volunteers is returning the interior to its 1959 colour scheme of green, biscuit and cream

complete with a set of new seats. An engine change is also on the cards.

Next door in the Museum, the earliest surviving Daimler Fleetline is having a major rebuild of its hubs and brakes. This is Lancashire United 97 of 1962, acquired a few years ago from the Lancastrian Transport Trust. It was 21st off the Coventry production line and given a Northern Counties body that wasn't so much 'sleek' as 'stately'.

Dennis wasn't giving anything away on

the 2017 programme of special events in Manchester. 'We haven't actually finalised the list for 2017, but we'll know before the end of the year. Our event calendar is driven by what vehicles we have available, what interests us and the public, and what anniversary or similar we can use as a "hook". Suffice it to say that it'll be worth coming to see us at one of our events next year.'

On the showing at The Big Orange we don't doubt it Dennis, we don't doubt it ...



Above: **Bolton Corporation** bequeathed a modern fleet of buses to SELNEC plus an outstanding order for 15 East Lancs-bodied Leyland Atlanteans. When they arrived in 1971 they were a mix of Bolton and SELNEC design ideas, and had the highest seating capacity in the fleet at 86 seats. Not surprisingly they were known as 'Jumbos'. No 6809 is preserved by the Bolton Bus Group.

Left: **GM Buses North 520** was one of the first buses to arrive after the split-up of GM Buses and is now one of a very few 1990s buses that have so far made it into preservation. It's a Volvo B10B with Wright body.



# Evening Drive

New in 1958, Plaxton Consort-bodied AEC Reliance 8332 U was one of 18 such coaches delivered to Wallace Arnold that year. The coach was used in a promotional film in 1959, and remained with Wallace Arnold until 1967. It was sold to Scottish operator Carson of Dunvegan, and by February 1970, was with third owner, MacBraynes, passing to Highland Omnibuses, Inverness in May 1970 and to Alexander (Northern) in September 1970, Aberdeen as its NAC142, with which it remained until around 1977

Two further owners later, the coach was acquired by Andrew Dolan of Crook, Durham. In 1989 Wallace Arnold repurchased the coach and carried out an

extensive five-year restoration, 8332 U being subsequently used for special events and staff transfers. In 2005 the vehicle was acquired by Neil Millington, being the first vehicle in his Classic Connexions collection.

Over the past decade various improvements have included fitting a Webasto secondary interior heater, a CD tuner with PA system and a 12/24 volt outlet for laptop/mobile phone and cool box operation.

Mechanical and body work has included fitting a new exhaust silencer and tail pipe, a new fan drive coupling

and repairs to the heater and side window pillar trim. Improvements in the boot area have included a new carpet and new angle iron to the lip. New rocker cover gaskets have been fitted, as have a correct period saloon clock and hazard flasher switch.

The coach is seen here on a short run out during Neil's annual open day organised for friends and family. Our thanks to driver, Barry Rennison. Picture: PHILIP LAMB





Bus & Coach  
PRESERVATION





# Wallace Arnold

*Like all good things, Wallace Arnold finally came to an end in 2007, having merged with rival Shearings from across the Pennines two years previously, bringing to an end a 95-year history, which has been well documented in several books.*

*Its always-immaculate fleet over the years played host to almost all the popular coach designs to grace our roads during its existence. Chassis were varied, the operator becoming associated in later years with the Volvo brand.*

*So here we see some of those great coaches which have proudly carried the Wallace Arnold name.*



Leyland Leopards featured in the fleet during the 1960s and 1970s. Seen here is 1965 Plaxton Embassy-bodied BNW 612C which operated in the Devon fleet based in Torquay. Sold in 1980 to Stanley Gath of Dewsbury, it was rebodied with a Duple Dominant 1 as FCW 311W. It was later registered again, this time as WRC 761, a registration it retained until sold in 1987 to Durbins as NJX 206W.

Four years later, Plaxton introduced its Panorama Elite design, introducing a basic body style which was so successful, successive modifications saw it remain in production for over 15 years. Seen here is 1969 Leyland Leopard RUB 372G.





Above: Returning to Devon we see, in March 1976 RDR 598K, a Duple Viceroy-bodied Bedford YRQ which had been new to Embankment of Plymouth in 1972, passing to Wallace Arnold with that fleet in 1974.



Right: The Torquay-based fleet had a need for a number of small coaches capable of negotiating Devon's narrow and winding lanes. Seen here in July 1981 is one such vehicle, 1978 Duple Dominant-bodied Bedford VAS5, XWX 160S.



Below: Amongst the first Volvo B58s, Plaxton Supreme IV-bodied LUA 251V was new in 1980, the year in which it was recorded here. The 57-seater was later sold to Lanarkshire Independent, Galloways.

Below right: When the cream livery returned, a richer tone was used as demonstrated here by Plaxton Premiere 350-bodied Volvo B10M P342 VWR seen here when almost new in September 1997 whilst undertaking a Shakespeare Country tour. This coach was later sold to East Yorkshire for use on National Holidays work.







# Rare Lynx changes hands

*Dual-purpose seated Leyland Lynxes were a rare beast. SIMON GILL brings us news about the Yardley Wood Bus Club's recent acquisition.*

The Yardley Wood Bus Club is well known for its magazine advertisements and model stall which can be seen at rallies up and down the country. It also owns a restored bus and, in recent years, transport to Midlands-based rallies was usually undertaken in its unusual Birmingham City Transport Daimler Fleetline with Marshall 37-seat single-deck bodywork, 3472 (BON 472C). Unfortunately 3472 has recently suffered engine problems and after some deliberation they decided to sell the bus to The Transport Museum, Wythall which was delighted to add it to its collection as it already had a spare engine. As a replacement, YWBC acquired a restored West Midlands Travel Leyland Lynx in November 2016, which will be more suitable for travelling longer distances to rallies in Scotland and the South Coast.

## THE LAST BUS

The Lynx is significant as it was the last new bus to be designed and produced by Leyland Bus which, in the early 1980s, was keen to develop a new single-deck city bus to replace the Leyland National. They were both produced on a modern assembly line in a factory at Lillyhall near Workington, Cumbria which was established in 1969 as part of a joint venture between British Leyland and the National Bus Company.

Although over 7,650 Leyland Nationals of both the original and Mark 2 versions were built between 1972 and 1985, the factory was never able to achieve the original plan of producing 2,000 per year. This was partly due to a number of political and policy changes, including removal of the ban on the one-man operation of double-deckers not long

after production had started and the gradual removal of Bus Grants which were introduced in 1968 and phased out by March 1984.

A project to design the rear-engined Lynx, codenamed B60, began in 1982. It was available as a complete integral vehicle or as an under-frame to be bodied locally which was intended to appeal specifically to overseas markets where the Leyland National had encountered some resistance. Unfortunately, by the mid-1980s, the bus industry in the UK was facing uncertainty caused by the splitting of the NBC and its subsequent privatisation which, together with increased competition caused by deregulation, left few operators with the finance to buy new buses. A management buyout of Leyland Bus in January 1987 and subsequent sale to Volvo only 15



Opposite: **West Midlands Travel 1266 (G266 EOG)**, a rare Leyland Lynx with dual-purpose seating is seen outside the Cadbury factory in Bourneville, Birmingham recreating the 27 service. Pictures: SIMON GILL

This page, clockwise from top: left Driver's eye view of the well-laid-out controls.

**WMPTE fare box has been retained but make sure you follow the arrows!**

**The comfortable dual-purpose seating is just the ticket for long-distance rally trips.**

**Nearside showing the heavy skirt panels and square wheel arches which were a distinctive feature of the Lynx.**

months later also affected sales although the Lynx was initially retained in the model line-up.

After a couple of prototypes in 1984 production commenced in late 1985 when Leyland, Gardner and Cummins engines were offered, although the Leyland engine was later dropped and replaced with a Volvo engine. The specification included a floor with either a ramp or steps, and although five lengths were offered only the 11.18m model was built. There was a pause in manufacture after March 1986 to evaluate the first 15 vehicles, with production resuming in August 1986. The Lynx II appeared in June 1990 but, following the restructure of Volvo's British business, the model was deleted in December 1991 although the final examples did not enter service until September 1992. A total of 1,058 Lynx



were built, the total including 910 original Lynxes, six pre-production buses, two exported kits and 140 Series 2s.

#### WEST MIDLANDS

West Midlands PTE ran a predominantly double-deck fleet with only a modest requirement for single-deck buses; largely

filled by 177 Leyland Nationals bought new together with 33 acquired with Midland Red's West Midlands operations in December 1973. The PTE's quest to find a replacement single-decker resulted in an evaluation exercise in Wolverhampton which began during March and April 1986 between six Volvo









training with Travel West Midlands, which West Midlands Travel became following acquisition by National Express in April 1995 and subsequent rebranding in September 1996. Renumbered 9266 in August 1999 to reflect its new role, it was based at the main training centre until July 2004 when a transfer to Travel London's Walworth garage occurred. Retaining fleet No 9266 in its training fleet, it wore a blue and white livery. Renumbered 9991 in March 2007, it was repainted all over London red in May 2007, and was transferred back to Travel West Midlands in July 2008 as 9266 again, withdrawal finally coming in March 2010.

Ross Cleaver of Coventry bought 1266 for preservation in June 2010 and over the next few years, a full set of dual-purpose seats were reinstated together with the luggage pen, front fog lights and a repaint in the smart West Midlands Travel light grey and blue livery with red lining.

## RECOGNITION

For many years the YWBC used buses from its local garage to attend shows and, during the early 1990's, frequently used 1260 (G260 EOG) from the same batch so 1266 is ideal, and will shortly be fitted with Yardley Wood garage destination blinds. YWBC Secretary and Treasurer, Peter Turland, who was an inspector

## LEYLAND LYNXES FITTED WITH DUAL-PURPOSE SEATS

Operator	Identity	Total
West Midlands Travel	1255-169 (G255-69 EOG)	15
Preston Bus	12-8/23/4/6-9 (F212/3 YHG, G214-8 KRN, H23/4/6-9 YBV)	13
PMT	SLC851-61 (H851-61 GRE)	11
Cardiff	237-40 (F237-40 CNY)	4
Harrogate & District	381-4 (G381-4 MWU)	4
Luton & District	407-10 (H407-10 ERO)	4
Busways	126/7 (H126/7 ACU)	2
Chesterfield	60/1 (E60/1 WDT)	2
Southampton	112/3 (G112/3 XOW)	2
Metrobus, Orpington	F80 SMC	1
<b>TOTAL</b>		<b>58</b>

with Travel West Midlands prior to his retirement, remembers an unusual incident one Friday morning. He received a phone call from his boss saying that one of the Lynxes had been stolen from the forecourt of Hockley garage. It had been found and could he go and collect it . . . from the Silcox depot in Tenby, South Wales! Peter set off by train and enjoyed the drive back to Birmingham. Peter also recalls a period in the 1990s when vandalism on double-deckers was a major problem, so most of the Lynx could be seen in service on Sundays deputising on double-deck routes.

The Lynx had mixed appeal and perhaps doesn't get the recognition it deserves, as many of those who were not familiar with the type were often put off by the

heavy skirt panels and square wheel arches which didn't win many friends when it came to style. Nevertheless it was a good, well engineered bus and well thought of by operators which ran them. This last Leyland model was well represented in the West Midlands with Midland Red West also running 50, which were all initially allocated to the former Midland Red garage in Digbeth, Birmingham.

As West Midlands Travel's 256 Lynx represented 24% of all those built, including Mark II models, No 1266 is a significant survivor and is expected to be seen attending events during 2017. Our thanks to YWBC, especially Peter Turland, for all his help and making 1266 available for photos and also to Adam for driving.



Nearside rear of 1266 (G266 EOG) with dual-purpose seats and attractive corresponding livery.



# A chain of Lynx

Yes! A group of Lynx is called a chain, so here's one for you... As mentioned in the previous article 1,058 Lynxes were built making it the most popular single-deck bus of its era, with examples being delivered across all sectors of the industry. Here's a small selection.



Top: **D752 DLO** was new to London Buslines, but later transferred to Beeline (Berks & Bucks) as its 804. Falling into First hands and having been shipped North to PMT, this Lynx saw out its declining years in Manchester, arriving there via PMT's Pennine division.

Centre: **Another Lynx** to begin its career in London's suburbs was **E966 PME**, new in 1988 to Atlas Bus as its AB52. Acquired by Motts Travel of Aylesbury for its Yellow Bus fleet, it passed with Yellow Bus to the fast-growing Luton & District operation, which subsequently changed its identity to The Shires. Local fleetnames were applied to a corporate blue and yellow livery, the Lynx remaining in Aylesbury operating within the Aylesbury and the Vale-branded fleet. The Shires later became Arriva The Shires, and by 2005 **E966 PME** had become a driver-trainer with Arriva.

Bottom: **Midland Red West** took delivery of 50 Leyland Lynxes virtually modernising at a stroke its single-deck fleet, later deliveries of Plaxton Verdebodied Dennis Lances completing the process. Amongst the former was No 1102 (**G102 HNP**) seen here in Kidderminster in May 1996. Pictures: PHILIP LAMB





Above: **Seen in October 1996, London United LX5 (G75 UYV) was one of a small fleet of such buses operating in West and South-West London. Upon withdrawal, this bus passed to Poynters of Wye in Kent.**

Above right: **Southampton was amongst the Lynx's municipal followers. Seen here in Portsmouth in March 1997 is No 105 (G105 WRV), which, under First auspices, became Barbie 2-liveried 62545. Aren't the buses in Southampton red again?**

Right: **Bristol city services branded Cityline employed a number of Lynxes painted in this attractive livery. This, in February 1997, is No 2656 (H656 YHT), later First 62656.**



Above: **Based in the Lancashire town of Leyland, not far from Preston, J. Fishwick & Sons was, understandably, a devotee of the products of the local bus manufacturer, even if they were built several miles away in Workington. New in 1992 and seen here in November 1996, Fishwick's Lynx 2 No 3 (J7 JFS) remained in the fleet for many years.**





# Nottingham's Heritage Vehicles Charity

The Old Bus Garage, Portland Road, Hucknall Nottinghamshire NG15 7SF



Have you visited our art deco bus garage to soak up a little nostalgia ?

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Do you have a few spare hours ?

Do you wish to be part of a great project ?

Have you thought of joining us ?

We are looking for volunteers just like you to help develop the work of the Charity . Become part of a diverse team where your efforts are appreciated and welcomed. To find out more visit us !

[www.nottinghamheritagevehicles.co.uk](http://www.nottinghamheritagevehicles.co.uk)



# The last farewell

*Whippet's final Volvo Citybus has had to be withdrawn due to DDA regulations after almost 30 years' operation of the type. Much to the regret of many, as NICK LARKIN discovers.*

Any bus and coach operator can have a bad day as far as vehicles are concerned, and Peter Lee, former Managing Director of the then family-owned Cambridgeshire operator Whippet recalls a particularly horrendous occasion 30 years ago.

'We had three double-deckers break down on the way to Cambridge in very bad weather and decided we had to update the fleet.' The result of that decision, and particularly the choice of double-decker would be of major benefit to Whippet for something like 30 years and be summed up in two words: Volvo Citybus.

The final example of several new and secondhand examples has just been withdrawn from service, having served Whippet through massive post-deregulation competition and transition from a family business to a sister company to Australian-owned London operator Tower Transit.

As well as being a regular on Whippet's major routes from Huntingdon and St Ives to Cambridge, the bus in question, Northern Counties-bodied H303 CAV, has worked everything from day excursions to Whippet's London commuter service.

The bus, by far the oldest in the fleet and with 26 years hard service under its wheels is the longest serving vehicle in the Whippet fleet since the firm was founded in 1919.

Still in rude health, the bus has been withdrawn mainly because of the new DDA (Disability Discrimination Act) regulations which means step-entrance double-deckers could no longer be operated in service from 1 January 2017.

H303 CAV has become something of a legend locally, and its passing is regretted by many, and you may be surprised to know, not just enthusiasts.

## A LITTLE ON THE CITYBUS

The Volvo Citybus, or D10M was a double-decker version of Volvo's spectacularly successful underfloor-engined B10M coach chassis, launched in 1982 to compete with vehicles such as the Leyland Olympian and MCW Metrobus primarily on the British market. A 9.6-litre Volvo THD engine was used. The vehicles were mostly bodied by Alexander and Northern Counties.

The B10M would remain in production until 2003, although the Citybus was effectively replaced when Volvo relaunched the Leyland Olympian as the Volvo Olympian. It had been a success, with Eastern and Fife Scottish, Derby and Greater Manchester being among its major customers. Southdown bought a batch of ten in its brief post-deregulation independence, which seemed to suggest optimism for the future, and Trent bought a similar number which also proved highly popular.



Withdrawn Volvo Citybus H303 CAV takes centre stage at Whippet depot. NICK LARKIN





But the most famous Citybus operation began when Grey-Green took over London routes, particularly the 24 in 1998, which until regulation intervened, saw non-red buses in the centre of the capital.

### WHIPPET CITYBUSES

Whippet's flagship 1/1A service to Cambridge from Huntingdon and St Ives is not a friendly trundle through the Fens, but an intensive service including a spirited run (traffic permitting on this extreme bottleneck) down the notorious A14 dual carriageway and then negotiating heavy traffic in the city.

Workings were mainly in the hands of MCW Metropolitans, of which Whippet acquired 27 secondhand examples, Leyland Atlanteans and various coaches. But then came the Volvo Citybuses, some coach seated, which took all this work in their stride.

The first was Alexander-bodied E176 OEW, bought directly from Volvo and arriving in March 1988. 'It had been very difficult to get hold of new double-deckers prior to deregulation, as manufacturers only wanted to sell large batches and we were pleased to get this bus quickly. We were delighted with it from the start, and passengers appreciated the coach seating. 'We went for Volvo as we had been very happy with that manufacturer's coaches.'

Indeed Whippet had, as would often happen, surprised many by buying six Plaxton-bodied Volvo B58s as early as June 1973, though other types would subsequently be purchased.



**Alexander-bodied E176 DEW was Whippet's first Volvo Citybus, bought from Volvo stock. It is seen here leaving Cambridge's Drummer Street bus station bound for Huntingdon. GEOFF MILLS**

**Seen in September 1989, 'twin' Citybuses G823/4 UMU are awaiting their first day in service. GEOFF MILLS**

**Alexander-bodied E441 ADV was new to Filer of Ilfracombe, joining the Whippet fleet in 1991. GEOFF MILLS**

Opposite, clockwise from top left: **H303 CAV in original livery. CHRIS BOWLES**

**Seen in Falcon Street, Ipswich, H303 CAV is on the epic 640 summer Sunday service from Histon to Clacton via Newmarket, and Bury St Edmunds. The date is 16 June 1996. GEOFF MILLS**

**E176 DEW wearing its third livery variation makes a swift departure from Drummer Street. RICHARD HAUGHEY**





Two further Citybuses, G823/4 UMU, this time with Northern Counties bodywork came in September 1989 followed by a lucky secondhand purchase in May 1990, an Alexander-bodied Citybus, which had been new to Filer of Ilfracombe two years earlier.

Finally, in September 1990 came Whippet's last double-decker bought new and the star of this feature, Northern Counties-bodied H303 CAV. 'By this time things had changed and got very competitive', Mr Lee added.

## COMPETITION

Whippet was locked in bitter competition with United Counties, later Stagecoach, Premier Buses and Huntingdon & District on its Cambridge routes, where the superior coach-seated Volvos were a major asset against the superannuated Bristol VRTs operated by the competitors for many years.

'The Volvos were very reliable and at the end of the day they were the backbone of the fleet. They would do around 7/8mpg and were definitely fast buses.

'A Citybus could be on Cambridge city services one day, a seaside trip to Clacton the next and at one time contracted services for Suffolk as well as Cambridgeshire County Councils.'

Chris Bowles, acknowledged Whippet enthusiast recalls: 'H303 CAV is a motor I have known since it was delivered back in 1990, when I was sweeping out school buses for Whippet! It's been in the fleet a very very long time.

'I travelled on G823 UMU to Cadbury's Chocolate World at Birmingham, G824 UMU on the Lincoln Christmas Market trip, and also Whippet's Great Yarmouth Coastal Service. H303 CAV also carried out its fair share of excursions, but a lot of private hire and

railway replacement work too, I seem to remember.' Added Chris: 'On the occasion of a railway strike, one would often be required for the company's service 4 to London, both G823 UMU and G824 UMU did this.'

## SECONDHAND PURCHASES

Whippet's Citybus buying days were not yet over, however, Chris remembering two new to Grey-Green F117 PHM and G145 TYT arriving in 2003 for a short stay. 'These were bus-seated and dual-doored, so were thus considerably noisier than all the others in the fleet, and arguably in a much poorer internal condition than the Leyland Titans the firm were running at the time.'

He adds: 'Over the years H303 CAV, must have been repainted about three

times, the latter including one partial repaint which removed all the cream from the livery, and which took place after Tower Transit had taken over the business in November 2014.'

The 'native' Citybuses had clocked up a couple of decades' service and time was catching up. G823/4 UMU departed in June 2014, E176 OEW having left the fleet a couple of years earlier.

H303 CAV, which had received the engine from a coach some years ago, still had its fans at Whippet, which today has more than 50 vehicles including coaches on National Express contracts. Engineering manager Scott Nicholetti, who has been at Whippet for six years, said: 'The Citybuses were reliable and useful for all types of work. There was







talk of restoring H303 CAV at one time, but this never materialised. The main reason for its withdrawal is DDA, though obviously it's an old bus. It's an 80 seater — you can't get that many seats in a low-floor double decker.'

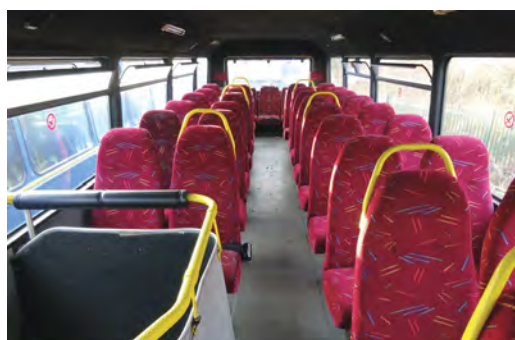
H303 CAV's demise means there is only one bus remaining in the fleet from family owner days, East Lancs Vyking-bodied Volvo B7 FE51 RAU.

### TODAY AND TOMORROW

The Citybus is not, however, dead in Cambridgeshire, as neighbouring Dews of Somersham is, at the time of writing operating eight examples including Alexander-bodied E207/208 GCG new to Bournemouth in 1988, ex-Great Yarmouth F50 ALC, new to Burnley & Pendle H114 ABV, and former Finglands F242 MBA. The Citybuses are used on school contracts.

'They are what they are and they do a good job, especially considering some of the awful roads around here. We can't run them forever though,' said Simon Dew. Simon would like to see former Derby Northern Counties E153 BTO enter eventual preservation, though he emphasises that the bus will be in service until at least the end of the 2017 summer term.

Several Citybuses are already in



Above: **Seen leaving Drummer Street, H303 CAV displays a later livery.** CHRIS BOWLES

Far right: **Coach seats offer high comfort levels. How many vehicles look quite this good following nearly 30 years in service?** NICK LARKIN

Right: **Underfloor engine means a high floor. Steps up may have contributed to D10M's demise.** NICK LARKIN

Bottom right: **The well laid out cab.** NICK LARKIN

Opposite, top: **H303 CAV is seen at the depot shortly before withdrawal.** CHRIS BOWLES.

Inset: **H303 CAV starred on the cover of Paul Carter's book.**

Bottom: **Rear view — no engine compartment, as power unit is amidships under the floor.** NICK LARKIN





preservation, Alexander-bodied B177 FFS, new to W. Alexander & Sons (Fife) is a member of the Glasgow Vintage Vehicle Trust fleet, whilst the SELNEC Preservation Group has Greater Manchester's first Northern Counties-bodied example, C481 CBU, as well as the last, J710 ONF. Former Trent G621 OTV is with the Plymouth City Transport Preservation Group, having latterly served with Plymouth Citybus.

But what about H303 CAV's future? The vehicle certainly sounded in good health when posed for our pictures at Whippet's premises. It was certainly ready for a sprint down the A14, although sadly the bus is out of MoT.

There's always something rather poignant about stepping into a withdrawn vehicle with an uncertain future, especially one you remember personally. I

lived in Alconbury, near Huntingdon for five years in the 1990s and there was always big a dilemma on a trip to Cambridge between the obvious inclination to support the local independent (ie Whippet) or enjoy a well-past-its-best Bristol VRT provided by Stagecoach and the replacement Premier Buses, which would often need a drop of water in it at Drummer Street after negotiating the A14 at 45mph. H303 CAV, which it seemed would travel at least five times quicker than that.

The bus is still in excellent order with a few mis-matched seat cushion and bits of wear reflecting its hard use. I even had a flashback to being allowed aboard Hartlepool Transport's final Roe-

bodied Daimler CVG6, AEF 593, which after 22 years use had the air of a retired warrior.

Well, the Volvo has been sold to dealer Chalkwell and at the time of writing its future is not known though it probably won't be the scrapyard. Hopefully the bus will one day be conquering the A14 – or at least a similar road somewhere again.



## THANKS

Many thanks to Peter Lee, Chris Bowles, Richard Haughey and John Wakefield for their help with this feature.





# Journey's start

Lonsdale Coaches of Heysham was a large and significant North-West independent, noted for its contract work using an eclectic mix of both single- and double-deckers from many sources. Deregulation would see Lonsdale taken over by Lancaster City Transport, the company continuing as a subsidiary until LCT was taken over itself by Stagecoach PLC. Over the years buses were supplied for a number of customers including contractors Taylor Woodrow relating to the construction of Heysham Power Station, Pontins Heysham Holiday Camp, Asda Supermarkets and Isle of Man Steam Packet/Isle of Man Seaways.

During the 1980s several double-deckers were employed on the last-mentioned contract transferring passengers between Lancaster railway station and the ferry terminal in Heysham. Here's a flashback . . .



First up, two views of PSC 349G, a former Edinburgh Alexander-bodied Leyland PDR1A/1 new in 1969. Recorded in October 1985, the bus was at the time wearing this attractive red and yellow livery. By the time of the second view dated June 1987, however, a change of livery had occurred, perhaps more in keeping with the then current trends, but we'll leave it up to you to decide which you prefer...

Pictures: PRESBUS ARCHIVE

Recorded in May 1986, Willowbrook-bodied Leyland AN681/R CUF 146L was one of two former Brighton Atlanteans, which had been new in 1973. As was the case with the other, CUF 150L, the attractive front dash moulding had been replaced in Brighton days with a plain aluminium panel.







**Join us for an extra special running weekend to commemorate the 30th anniversary of Eastern Coach Works' closure. We are planning extensive bus services, both on and off site as well as a road run, for vehicle owners, to the old factory site on the Saturday evening. All ECW bodied vehicles are welcome and entry forms are available from the Museum's website [www.eatransportmuseum.co.uk](http://www.eatransportmuseum.co.uk) or by emailing [eatm.events@gmail.com](mailto:eatm.events@gmail.com) Vehicle entry must be pre-booked and is of course free, please book early as even our 10 acre site is already starting to fill up for what promises to be a most enjoyable weekend.**

---

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# SERVICE FLEET

*It is now virtually unknown for bus operators to convert buses no longer required into service vehicles to support various engineering tasks that needed vehicular input. Here's a selection from the days when no self-respecting operator would be without its lorries, tower wagons, recovery vehicles, tree-loppers etc — all former buses.*



Seen occupying its normal parking spot at Portslade Works in May 1966, we see Southdown 1932 Leyland TS4 L2 (UF 8837). Converted in 1947 and fitted with a Covrad radiator shell, this Tiger originally carried a Harrington coach body, receiving this lorry body previously carried by an earlier vehicle. Used to carry parts between depots, the vehicle was sold for preservation in January 1970. Pictures: PRESBUS ARCHIVE



New in 1937, AEC Regal, Maidstone & District 55 (DKT 20) was converted into a recovery vehicle in 1956 using body parts from 1931 Leyland TDI No 862, whose fleet number it initially adopted, later becoming 917 and then P32. Originally fitted with Harrington saloon bodywork, the Regal was used as an ambulance during World War 2, suffering bomb damage. Following the cessation of hostilities it returned to PSV duties and was renumbered SO526 in 1950. Seen here at Silverhill in April 1980, it was re-registered YKT 959B in June 1975. It survives in preservation today in this form.





Left: **Weymann-bodied AEC Regent TW58 (CWJ 410)** was converted by owner Sheffield Transport into a tower wagon. A wise move as far as the vehicle was concerned as it is still earning its keep today as a resident at Crich Tramway Village.



Above: **Bournemouth 12 (VH 6217)**, an AEC Regent new to Huddersfield with English Electric body in 1934, is now in the care of Dundee Museum of Transport. It was acquired by Bournemouth in 1945 and converted into a tower wagon in 1948. It was withdrawn in May 1970 for preservation.



Above: **Where have all the Crossleys gone?** Crossley supplied many buses in the postwar years to municipalities everywhere due in the main to the shortage of chassis from their regular suppliers. Many Crossleys were withdrawn early due to their quirky transmissions and their 'non-standard' status, and so missed the preservation boat. As far as we can tell, this Reading example, 1950-built No 89 (ERD 158) seen in 1977, completely rebodied as a lorry, didn't make it either.

Right: **Is this the only dual-door Lodekka?** Bristol Omnibus G7066 (511 OHU), a 1962 FLF6G allocated to the Gloucester fleet was, at the end of its service life, used as a driver-trainer before being converted into a tree-lopper. Transferred within First to Scotland and re-registered JSK 492 and LAS 548, the FLF seen here in 1985 is now preserved.







An unusual conversion, Plaxton Embassy-bodied Leyland L2 9902 UG was new to Wallace Arnold in 1961. Following withdrawal, the Leopard passed to Seagull Coaches, Blackpool and then to Edwards, Joys Green with which it was converted to a recovery vehicle. Following the demise of Edwards, it became the recovery vehicle for Dean Forest Coaches. The Leopard is seen here in 1978.



Bizarre in the extreme is this Yorkshire Traction Alexander Y-bodied Leyland Leopard converted into lorry/recovery vehicle L9. New in 1971 as No 236 (YHE 236J) and seen here at Huddersfield in March 1987, L9 was later transferred To Strathtay and was last recorded at work in 2007.



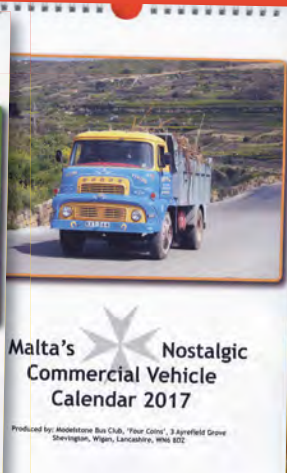
And they get more so! MCW-bodied Leyland Atlantean OEM 785S started out as Merseyside 1785 in 1978. Sold for further service with Sheffield Omnibus as its 1085, it later transferred to Nottingham Omnibus before joining the Lincolnshire RoadCar fleet as a driver trainer. It was transferred to Yorkshire Traction and cut down as a recovery vehicle. Now sold to PVS for scrap, the Atlantean is seen here in Barnsley 2002.



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## NIGEL APPLEFORD revisits Oxford Diecast's Bedford OWB

In *B&CP*, December 2012 issue, I looked at the then new Oxford Diecast OWB. Since then we've had many more releases and also a 2mm scale model, so perhaps it's time to take another look.

The Bedford OWB was a wartime adaption of the ubiquitous Bedford OB. By 1941 it was realised that new buses were urgently required and the Ministry of Supply (MoS) selected the OB as the basis for a lightweight single-deck bus, obvious differences identifying an OWB being smaller military-style headlights and a lack of chrome trim on the grille.

Duple produced a standard design for the body and construction began in January 1942. The body was also built by Roe, Scottish Motor Traction Co (SMT) and later by Mulliner. It was, of necessity, austere, no beaten curved domes or internal lining panels, the 32 seats being of slatted hardwood. As the war progressed stocks of oak and teak for framing gave way to unseasoned ash and pitch pine.



**The prototype measured for the model was Portsmouth 170 (CTP 200), now preserved by the City of Portsmouth Preserved Transport Depot (CPPTD). It was repainted into postwar livery in 2014/15 and is seen at the Southsea Spectacular rally in June 2015. Comparing this to the model I think Oxford Diecast has made an excellent job on the general shape of the body.**

Just one half-drop window was provided on each side of the body with ventilation grilles in the angular front dome. Buses were delivered in a drab brown livery with white wing edges and side guards, although many operators did repaint them before they entered service. In total 3,189

OWBs were built for the home market up to September 1945, 348 of these for the military authorities.

The buses were worked hard, and, after the war was over, new buses weren't immediately available, so by the 1950s most of the bodies were suffering, many operators carrying out rebuilding and re-seating of the Utility body, or, in many cases, having the chassis re-bodied as buses or coaches. Many survived into second lives including non-PSV uses such as mobile shops and contractors' transport.

Until February 2012, when Oxford Diecast introduced its first 'scale' 1:76 bus in the 'Oxford Military' range, the only OWB model in 4mm was a white metal kit. The prototype measurements were taken from former Portsmouth 170, now preserved in its hometown, but with a replica Duple body. It should be mentioned that although the dimensions are accurate for this bus, the nature of the

### FLEETLIST

#### OXFORD DIECAST 1:76 Scale

Ref.	Identity	Issued	Seating
76OWB001	Royal Navy 56 RN 12	February 2012	Slats
76OWB002	Ministry of Supply EDG 391	April 2012	Slats
76OWB003	Portsmouth 170 (CTP 200)	May 2012	Slats
76OWB004	Southern National 507 (DOD 556)	November 2012	Upholstery
76OWB005	Merthyr Tydfil HB 5953	December 2012	Slats
76OWB006	British Railways S298WV (DFE 891)	March 2013	Slats
76OWB007	Bertram Mills Circus 44 (WLO 540)	April 2013	Slats
76OWB008	NIRTB 299 (GZ 2482)	October 2013	Slats
76OWB009	Bournemouth 184 (FRU 102)	June 2014	Slats
76OWB010	Bristol Tramways C245 (HHW 21)	February 2015	Slats
76OWB011	MacBraynes 24 (DUS 24)	December 2015	Upholstery
76OWB012	Warstone Motors 4 (GZ 2248)	October 2016	Slats

#### OXFORD DIECAST 1:148 Scale

Ref.	Identity	Issued
NOWB001	Royal Navy 56RN12	February 2014
NOWB002	Ministry of Supply KGT 70	August 2014
NOWB003	Portsmouth 170 (CTP 200)	September 2014
NOWB004	Southern National 507 (DOD 556)	February 2015
NOWB005	Not yet released	
NOWB006	British Railways S298WV (DFE 891)	January 2016

The first two releases were under the Oxford Military banner — a Royal Navy bus with the destination 'HMS Excellent', a shore establishment in Portsmouth, which still exists today, and another in the matt brown Ministry of Supply livery. Livery applications are very good although the Navy model seems a little thick. The destinations are a little cloudy round the edges (this applies to most of the models released so far) but a lick of black paint would overcome this. These models were released in February and April 2012 respectively.





Below: The third release, in May 2012, was of Portsmouth 170 and was issued in the Oxford Omnibus series. The matt grey finish with red wheels is excellent. All crests, lettering etc. are correct as 170 was at the time — it has now been repainted as opposite.



Below: Municipal operators received the OWB as required. These models are of Bournemouth (released June 2014) and Merthyr Tydfil (released December 2012) examples. They are very colourful in their postwar liveries. Bournemouth went on to convert four of its OWBs to open-top for seafront tours.



Above: Many OWBs found further employment, often as non-PSVs. In the Oxford Showtime series is this example in Bertram Mills Circus colours. I assume it was used as staff transport. The model of 44 (WLO 540) was released in April 2013.

Above right: This model of David MacBraynes 24 (DUS 24), heading for Fort William, was released in November 2015. The rear carries the legend 'MacBraynes for the Highlands' which I believe appeared on all vehicles except those with mail compartments which had: 'MacBraynes Royal Mail Services' with the Crown cypher.

Right: The Northern Ireland Road Transport Board also received OWB buses. The model released in October 2013 is of 299 (GZ 2482), similar V957 (GZ 783) with replica body built by Ulsterbus in 1985 is currently preserved.



Above: From the fourth release, Southern National 507 (DOD 556), a few minor improvements were made, particularly to the side lifeguard rails, bonnet and mudguards. The rear aspect has again been well captured although from this angle the model does indeed look to be 'thicker' around the rear windows. Except in the case of the Warstone model, the rear features a spare wheel carrier complete with wheel. There were considerable variations in rear numberplate positioning and lighting (usually sparse!) so Oxford Diecast has done an excellent job in researching these. The Southern National model has the plate under the offside rear window. They could also be under the exit door or painted on the offside window glass.







The green livery of Bristol Tramways with cream band and city coat of arms looks particularly pleasing on this model of Bristol C245 (HHW 21), released in February 2015. When comparing the different models, it is interesting to note that there are different front wheels, in this case it would seem to be a representation of the small metal 'dinner plates' fitted to some OB/OWBs, in this case painted.



The latest release is of Warstone Motors No 4 (GZ 2248). This is a model of another former NIRTB vehicle new in 1944, which was re-bodied with 1949 Mulliner 29-seat body in 2000. It was operated by the now defunct Warstone Motors company as a PSV until a few years ago, and is now in preservation on the Wirral. This particular release has no spare wheel, not sure why.

original bodies means that not all were exactly identical!

The model certainly captures the angular look of the OWB. The body is a one-piece metal casting with a plastic baseplate and plastic wheels with rubber tyres. The windscreens are flush but the side windows aren't (but do observe the prototype pictures); the plastic interior features driver's seat, steering wheel and seats, either wooden slats or upholstered, both looking quite effective. The chassis is held on by three Philips screws, so dismantling should be straightforward. The standard of external finish is extremely good with seating capacity legible and relevant registration plates. It has been suggested

that the sides are too thick — I'm not convinced, but there are two thick bars in the rear corners where the screws are located underneath. The destinations are a good try but the clear plastic overlay in some cases is a bit 'cloudy' round the edges. This can be fairly easily rectified if the owner wants. From the fourth release some minor improvements were introduced, the bonnet and lifeguard rails being the most noticeable.

In 4mm scale we're now up to twelve releases. Many of the prototypes enjoyed a long life, often seeing subsequent service with another operator or in many cases non-PSV use. This gives the model a fair time span as many worked well into the

1960s, and this has made this a popular model with collectors and bus, military or railway modellers.

After this success in 4mm, a 2mm scale model was introduced in February 2014. This was a scaled down model of the 4mm issue and the five examples released so far have replicated the larger model's liveries. Again these have proved very popular with collectors and bus, military & railway modellers.

Prices too are very reasonable, the 4mm model has an RRP of £14.95 and the 2mm £6.45 — these can be lower at rallies, fairs etc. Compared to other brands they are very reasonably priced and they are extremely good models.



Oxford also produces a large range of 2mm scale (N gauge in model railway terms) range of road vehicles so it was no surprise that the OWB would appear in the smaller scale. They are scaled down from the larger model and releases so far are all of liveries available in 4mm scale. The first three are Royal Navy, Ministry of Supply and Portsmouth (released February, August and September 2014 respectively). Unfortunately the camera picks up the flaws that the eye doesn't always notice, occasional wonky headlights for one!



Southern National and British Rail have also appeared but no Merthyr Tydfil so far (might this be the missing NOWB005 I wonder?). These two models were released in February 2015 and January 2016 respectively. Lovely models but only 50mm (2in in old money) long!





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'Off Route' pays tribute to some special step-entrance buses on their demise under DDA, and how about a book on an omnibus with truly terrible passengers?

## moose at the wheel

AFTER accusations of sexism and insensitivity, Southern Vectis has said there was an innocent explanation behind a Christmas Eve competition calling on Islanders to Spot the Moose and send them a picture.

A *County Press* reader got in touch raising concern it was a reference to a derogatory term sometimes used against women.

But a spokeswoman for the company said the meaning behind the message was simply one of its drivers was dressed as a moose that day and they were challenging the public to spot him and send in their pictures.

### MOOSE ALERT

Definitely one of the most bizarre bus-related news stories of recent years comes from the *Isle-of-Wight County Press* concerning Southern Vectis' rather unfortunate 'Spot the Moose' contest from a couple of years ago. The 'moose' was merely a driver dressing up as the animal for the day for the contest rather than, how do we put this, a slur on any of the fairer sex.

Many thanks to LEN FEEMANTLE for the cutting, and apologies for not using it earlier.

### THREE STEPS TO IVECO

It a wonder Iveco didn't have a plastic basket containing oxygen masks at the entrance to this Turbo City 50; such is its high floor. Far from it. Indeed the manufacturer boasts on this original publicity shot: 'The internal layout of the TurboCity 50 uses a gangway with easy entry steps.' Err right. And the Turbo City was a great success?



**IVECO**  
  
**TRUCK**

The internal layout of the TurboCity 50 is a completely flat gangway with easy entry steps.

Further information: Nigel Enns - 0923 259513

Ref no. 36699/12



### SUPER LOW-FLOOR

Many thanks for this extraordinary submission from respected North West dealer/enthusiast GEOFF LISTER.

The vehicle is UNB 610, a former Manchester 1958 Leyland PD2/40 with Metro-Cammell bodywork; Geoff bought the bus from Manchester City Council in January 1983, after it had been converted for carrying heavy equipment.



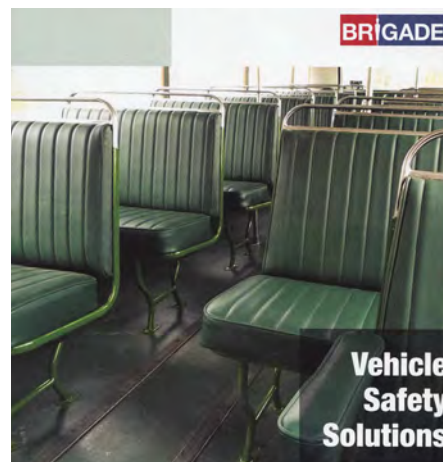
'So would this be the first super-low-floor PD2 and easily be converted to meet DDA requirements?' wonders Geoff. 'It would be great for wheelchair access except you'd have to pull up about 16ft away from the kerb!'



## RM MYSTERY

The AEC Routemaster is probably the world's best-known step-entrance bus, and thankfully special dispensation has been granted to allow the type to continue operating on London's surviving heritage route.

We don't know who took this photograph though it looks like being some sort of launch event at Chiswick. We wonder this RM has a completely different from normal side destination blind though?



## Bus and Coach

### INTERIOR INVESTIGATION

Brigade Electronics Group specialises in up-to-the minute safety equipment for buses and coaches, from CCTV to reversing alarms. However, the bus interior on the cover of its latest brochure definitely hails from the step-entrance era. Wonder what it is?



## MCW FOR JUBILEE

Reasonably accessible entrance steps on this MCW Metropolitan. The bus is an MCW demonstrator on loan to West Midlands PTE, whose fleet number appears above the entrance door. The Silver Jubilee livery carried had been applied by MCW prior to the loan.

In 1978 it was sold to Trathens of Plymouth for use on a London-based incoming tourist contract for which it was fitted with coach seats and a luggage compartment at the rear of the lower-deck. It remained on London tourist work with various other operators until scrapped circa 1982.





### TOPLESS TALE

Some more steps, this time on a Daimler Fleetline in the DeCourcey, Coventry fleet. We presume the 'Godiva's Toppless Tours' moniker applied merely to the legendary horse riding lady of Coventry, and wasn't a requirement for passengers.

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BRITISH MOTOR MUSEUM

### TRANSPORT OF DELIGHT

The excellent British Motor Museum obviously has regular group travel clients arriving at its Warwickshire base in an extremely exclusive form of transport. Must be cold without windows at this time of year though!



### GLORY BUS

Just the right omnibus-related tome to spend your Christmas book tokens on? Maybe the 'Glory Bus' by Richard Laymon isn't for those of a nervous disposition though the vehicle offers 'escape and a hope of salvation to all'. Judging by the passenger list as detailed in the book, you know, the odd kidnapper, a few murders etc you might not really want to be there, but it would certainly be an interesting journey. Don't think there's a fare, either!

### SHIELDS COMMENTS

Our 'Off Route' piece on South Shields (B&CP, December) has attracted some interesting comments and suggestions.

DAVID MURRELL tells us that the mystery picture of preserved South Shields Daimler CCG6/Roe LCU 112 was taken in Dundas Street Sunderland, approaching the site of the present-day Stagecoach North East depot. Suggests David: 'I'm only guessing, but could 140's visit to Sunderland be in any way linked with the handover of Sunderland Corporation Transport to the Tyneside PTE on 1st April 1973?'

Over to you on that one, but, talking of the PTE, JONOTHAN RUDDICK has sent us an evocative picture of Leyland Atlantean/Roe SCN 268S, new to that organisation in 1978, but now preserved by the North East Bus Preservation Trust in its later South Shields Busways guise.

The bus was initially restored in 2008 but was later the subject of a major mechanical overhaul, returning to the road in 2015.

Jonathan snapped the Atlantean when it was returning from an NEBPT event at Locomotion in Shildon.



### SHIELDS CONFUSION

South Shields Corporation has never, we have been informed, featured in the hallowed columns of 'Off Route', and so we are happy to make amends.

First from the archives comes this magnificent study of a Daimler CCG6 with Roe 63-seat bodywork, one of 18 delivered in 1963, with a pair of trolleybuses both on route 2 to Pier Head behind. To the fore is 'native' 1946 Karrier W trolleybus with Northern Coachbuilders 56-seat

bodywork and BDJ 79, one of an entire batch of 1950/51 built 56-seat East Lancs-bodied Sunbeam F4s acquired from St Helens following the demise of that system, in 1958. Trolleybus hardware and a selection of 1950s/early-1960s small family cars complete the scene.

Our second South Shields tribute picture is more confusing. LCU 112 is the well-known 1964 Daimler CCG6, which has been preserved since 1978. The vehicle looks immaculate in this shot and even

has a Gardner engine badge above the numberplate, and in the background is an unidentified half-cab coach, tending to suggest that some sort of run was taking place. We wonder if this was a Trans-Pennine event though no one recognises the location. Both the Ford Cortina MkIII and the Hillman Super Minx in the picture carry Sunderland registrations. All the cars in the picture suggest it was taken well before the Tyne-Tees Run began in 1982. So can anyone help with time or place?





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### Other Categories (not listed this month)

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## FEATURED BUS FOR SALE



**VEHICLE:** 1979 Leyland Atlantean/Alexander.

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**Rare 1985 Leyland Tiger TL II Duple Caribbean.** 53 seats (Preserved). Original moquette. Excellent condition for age. Runs well, garaged and stored — no current MOT. £3,500 (07751 521867) OR [Judithpoole79@gmail.com](mailto:Judithpoole79@gmail.com)



**1989 DAF MB 230/ Van Hool Alizee** 51 seats centre toilet. Runs well. 6-speed splitter gearbox. All in good order. In service until last year and now garaged and stored, so no current MoT. (pic Billy Brayford) £6000 07751 521867 - [Judithpoole79@gmail.com](mailto:Judithpoole79@gmail.com)



**1972 Bristol LH Leyland 400 engine** 41 seats **Plaxton Elite**. Has had work on body but still needs further restoration. Runs and drives OK. Has a Plaxton Paramount Front it has had a class 5 MoT, but not at moment. Needing room is reason for sale - kept in storage in garage £2,500 (pic Billy Brayford) 07751521867 - [Judithpoole79@gmail.com](mailto:Judithpoole79@gmail.com)



**1969 Bristol RE/ECW coach**, 38 seats and 7 tables. Painted in Midland coach livery. Has just passed MoT, and been serviced. Has slight damage on rear bumper £8,500 Call Kevin n 07584166714



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**1998 Toyota Caetano Optimo IV** 21 seats plus courier seat. Four-cylinder engine in good running order, but needs alternator and reolacement nearside window (broken). Some lenses missing. Sale due to retirement. Ideal for motor home conversion or to keep as mini coach £3,200 or best offer Located Braintree 07808 634979/07808 634980

**1984 Leyland Tiger, Plaxton body** converted to carry race car, good strong TLII engine and gearbox. MoT until August 2017, sold for spares or restoration. OIRO £1,000. Contact Nick 07921 886414





**1960 Aldershot & District AEC Reliance XHO 370** for sale. 5-speed gearbox and Weymann 40-seat body. In running order, but engine oil leak and radiator overheating require attention. Current owners prefer bus goes for further preservation only. Serious interest and offers 01489 589020 or [johnsherwin.97@gmail.com](mailto:johnsherwin.97@gmail.com).



**1990 DAF MB230LT/Van Hool T8.** Good strong 11.6-litre engine, manual gearbox 55 seats. Ideal classic restoration project or perfect for schools etc. A few handles, marker lights etc missing. Taken off the road three years ago. No MoT £3,500ono Located Braintree 07808 634979/07808 634980



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**Information regarding KLP ID Bedford PJK** (chassis No. FT103932) Duple (body No. 8507/0600) new 6/85 to Royal Household, Kensington Has anyone seen or know the whereabouts of this Duple Dominant that carried the KLP ID registration. I have been informed that this was sold on eBay in July 2014, to a number plate dealer, who sold the KLP ID registration to the owner of 1966 Bedford J2 Duple coach that originally had this number. The Dominant was then sold on with an unknown replacement number plate (presumably with a B or C prefix) possibly to a garden centre or school in the south of England. If anyone knows where it is please ring John Wakefield on 01223 843802

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**'Provincial in Grimsby'** 62 pages of text with b/w photos, this new A5 book is the result of many years of research by the main author, Stewart Brett. The majority of the photos have never been published before. Although specifically about the tramway operations in Grimsby, there is reference to Gosport when vehicles were transferred. This comprehensive fleet history is available from [www.provincialsociety.org](http://www.provincialsociety.org)

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**Leyland Tiger key ring**, full-bodied Tiger in enamel on a chrome tab with a leather type backing in very nice used condition £30. Driver's button hole lapel badge, original Leyland with good enameling, £28. Both for £50 including postage; **Leyland Atlantean rear badge** of a Selnece bus in good used condition, all fixings on the back intact and both the man and the globe complete and good condition. £95. ATLANTIAN block badge in used condition, fixing hole at each end. £30. Both including post & packing; **AEC front badge** in used condition, fixings on the back. £85 free postage; **Plastic self adhesive used name badges**, all in good used condition, VOLVO £15, EuroRider £12, 2 x Plaxton £12 pair. All include packing and postage. May take an offer on all as one lot. Alan 01872 575140 or [aljenicornwall@aol.com](mailto:aljenicornwall@aol.com)

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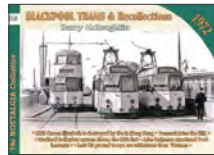
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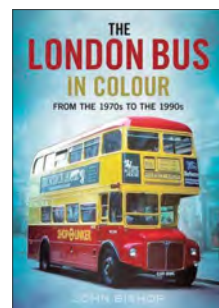
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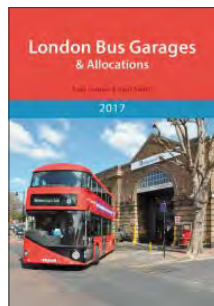
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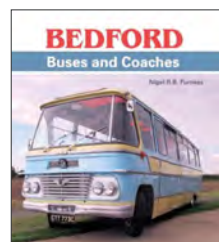
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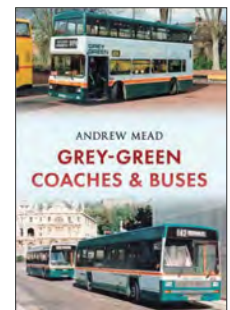


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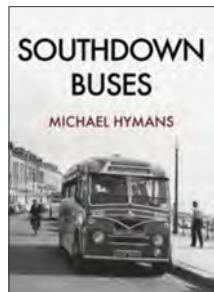
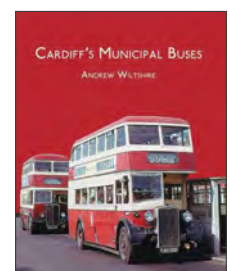


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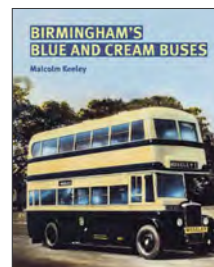
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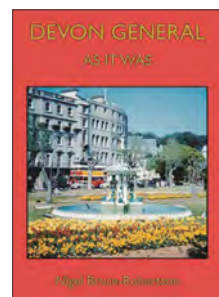
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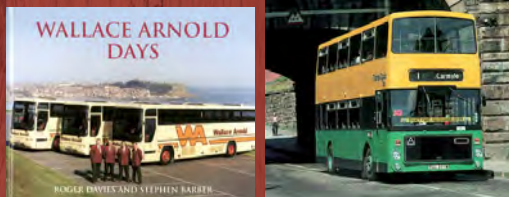
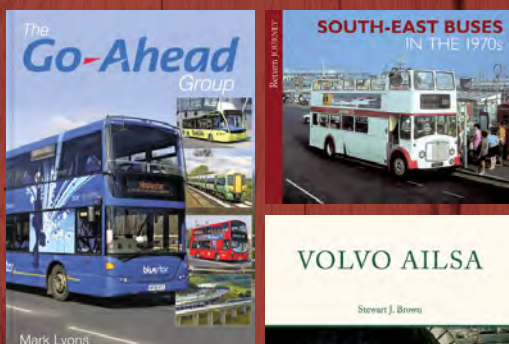
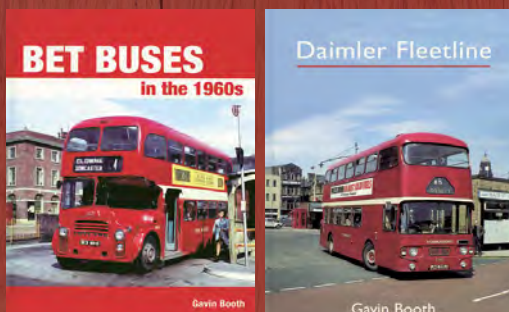


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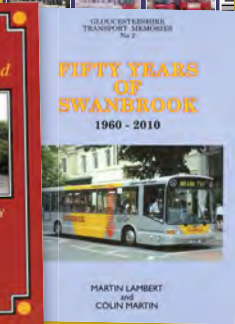
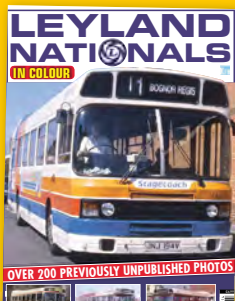
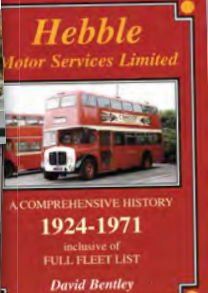
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